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Vol. CCVII, No. 2698
OCTOBER 27, 1951

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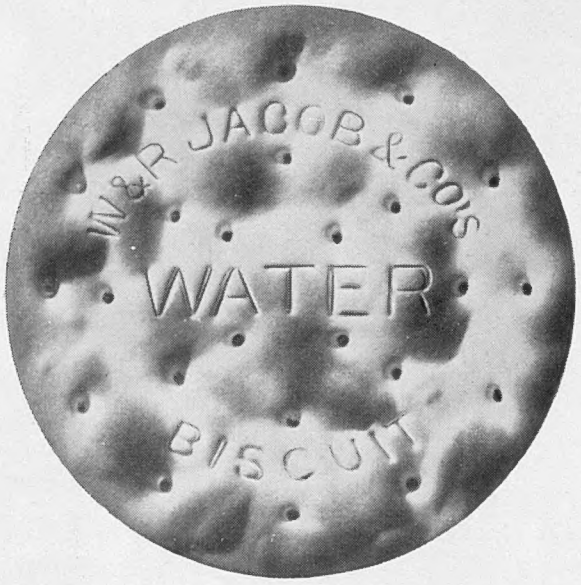

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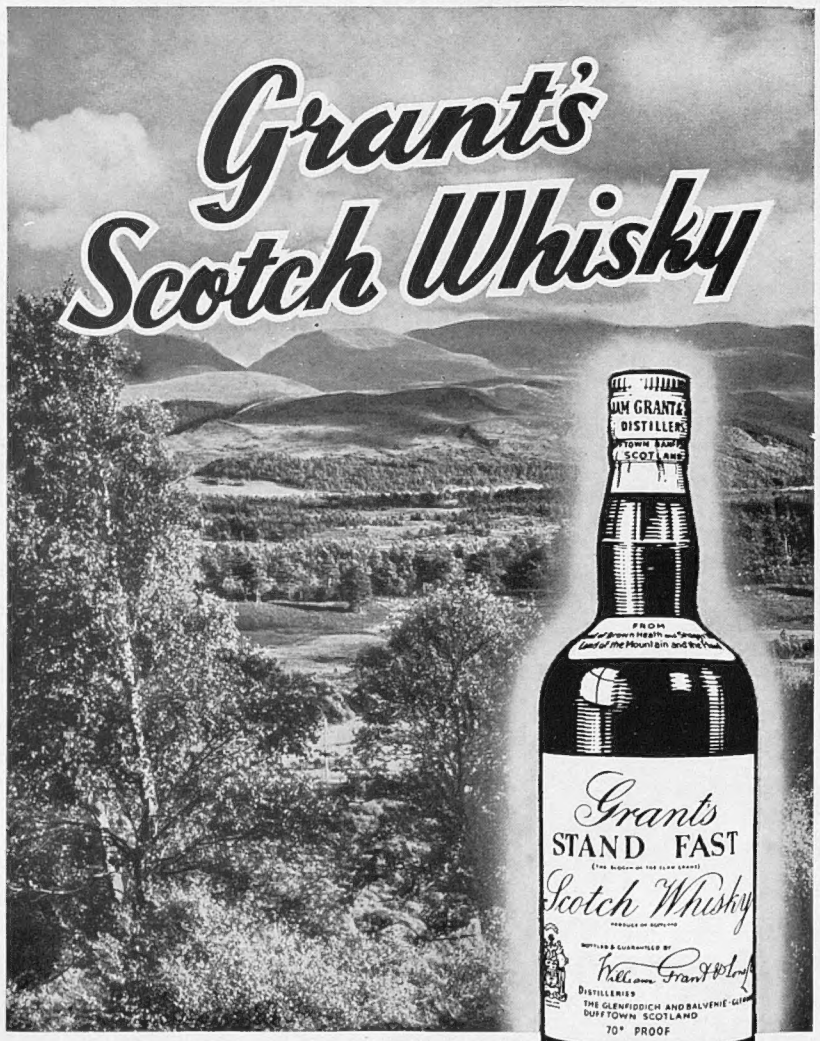

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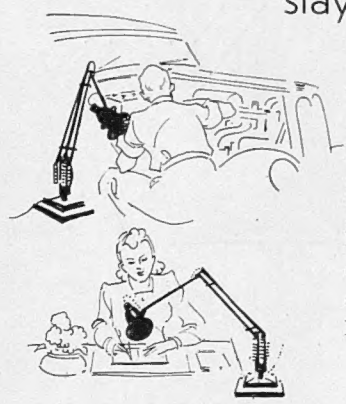

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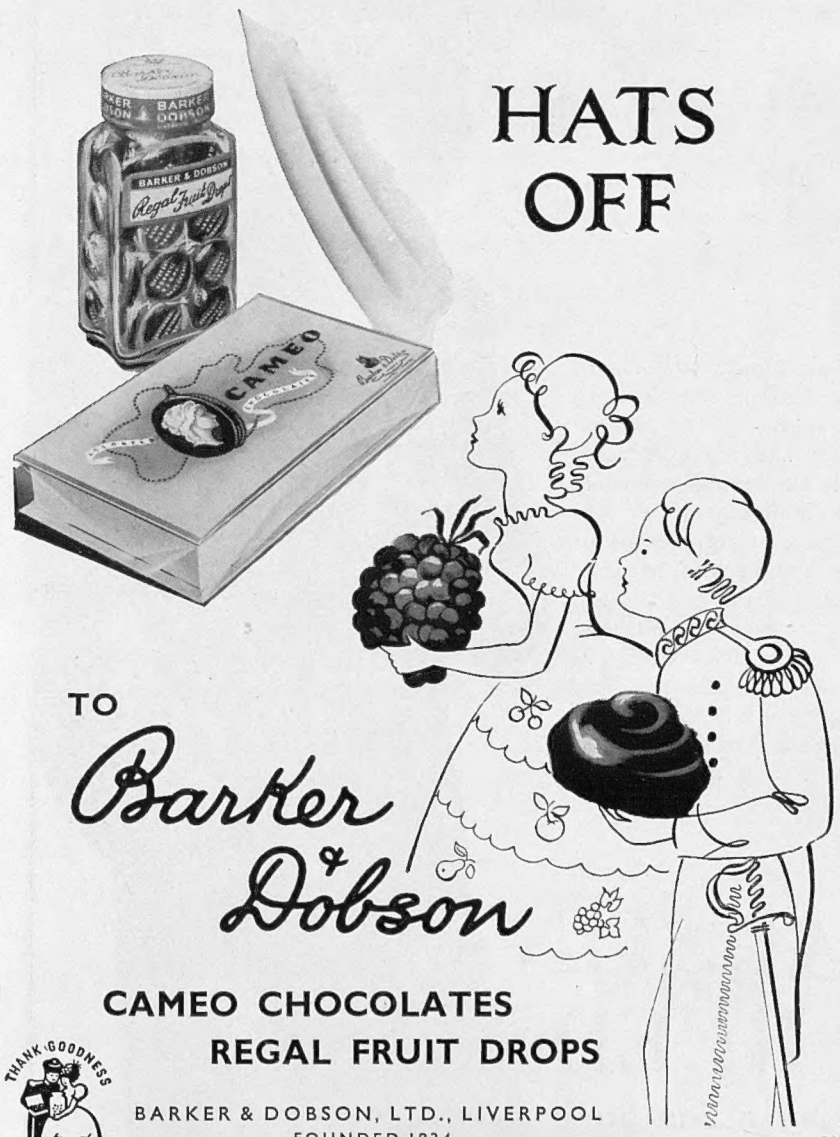

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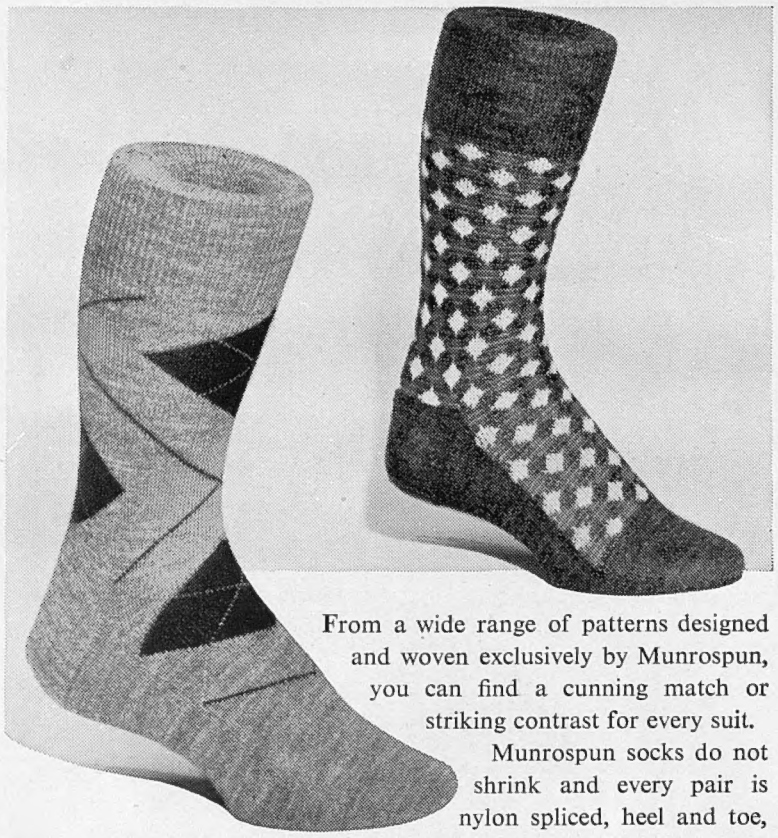

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Volume CCVII No. 2698 The SPHERE, London, October 27, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THE PRINCESS AT WINNIPEG—A LITTLE GIRL BALLET DANCER CURTSIES TO PRINCESS ELIZABETH AFTER A PERFORMANCE BY THE WINNIPEG BALLET COMPANY: Her Royal Highness is wearing a yellow lace crinoline dress, sprinkled with sequins, a diamond tiara and necklace and the Garter star and ribbon. The Duke of Edinburgh, smiling at the graceful figure of the tiny dancer, stands on her left. The Royal couple had flown to Winnipeg from the mill town of Kapuskasing.

From outlying farms all over the province of Manitoba, Canadian farmers and their families flocked into the city of Winnipeg to give Princess Elizabeth and the Duke of Edinburgh an enthusiastic and loyal welcome. During an afternoon tour of the city the Princess and the Duke visited districts that suffered acutely last year by the severe Red River floods, and inspected the new and permanent anti-flood embankments. At a reception in the Legislative Chamber the Princess spoke of Winnipeg's romantic and colourful history. "The story of how this city grew from a tiny settlement on the banks of the Red River, built to act as a clearing-house for the fur traders of Hudson Bay, to become one of the greatest grain centres of the world, is one which has always appealed to my imagination," she said. Throughout their tour of the Dominion the Princess and the Duke have everywhere left an impression of friendly graciousness and warm good humour. A break in their arduous programme of engagements came when they rested on Vancouver Island from October 22 to 25. (See also pages 150–51 of this issue.)

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A LONDON NEWSLETTER

INGRAM HOUSE, 195-198, STRAND, W.C.2

Tests of Responsibility for Statesmen.—The Persian and the Egyptian crises are on the same pattern, but not alike in their common importance. There *is* oil elsewhere than in Persia, but there is only one canal which is a vital lifeline for all the Western bloc. In their speed and unanimity in rallying to the cause of the Canal, the major Western Powers show that they appreciate this difference, and the British Government, just too late as usual in its priority concern for its own backyard, shows that it recognises it also and has learned a part of a bitter lesson. But is that part enough? The political importance of both crises cannot be overrated. It is a historical test case. The test is to be applied to two leaders (and two nations) in their first trial of their strength, restraint and statesmanship and world citizenship after declaring *to* the world their determination and ability to take their parts as responsible, "modern" nations, subservient to no superior, peers and partners with others, big or small. Both leaders of these two nations started badly by leading their peoples into gross breaches of international law and order; both are suspect of grinding personal and party axes; and both have shown signs of scorning the machinery of conciliation and arbitration set up as a last effort to outlaw wars. As we go to Press, we see no sign of that responsibility in either case. Persia and Egypt are the first instance of an entirely new international theory, that all nations are equal irrespective of size, strength and political experience, and entitled to all the rights of equality even without any proof given that they have the will, the means or experience to assume the responsibilities; that corruption in Government, appalling social conditions and lack of education in the peoples, hopelessly inadequate provisions for self-defence, let alone co-operation in world defence, are to be no bars to enjoyment of "equal rights." It is not uncomplimentary nor insignificant that the Great Powers, with the records of the past before them, should invite with so little reserve the equal and full co-operation of Egypt in the defence of civilisation and of world order.

Evidence of Responsibility.—The Egyptians have been giving to the world edifying evidence of their responsibility and culture, following their declared decisions to kick the British off Egyptian territory and to seize the Sudan, tearing up treaties solemnly and freely entered upon. These are not sudden developments of mob violence. The very words "Egyptian students" have come to stink in the nostrils of sensible folk. The gutter urchins who break a window and run away, who delight in petty larcenies and the defacing of signs and notices, have doubtless learned a lot from the technique of the Egyptian gangs. Perhaps it was bitter memories of the irresponsibility of these Egyptian crazy gangs over the past years that have accorded unfavourable Press notices to Egyptian leaders also. The King's prolonged holiday was not made very edifying reading in the Western Press, certainly. And the dignity, purity and responsibility of Egypt's political party leaders have not perhaps received the commendation they may deserve. But leaders are presupposed to lead, and to lead their own people to responsibility before they make claims to lead the world. If the gangs now giving expression to Egyptian sovereignty and culture in Cairo, Alexandria and Ismailia represent the results of leadership and example from above, one can sympathise with the least cultivated Fuzzy-wuzzy, if he is unwilling to hand over his destinies to the organising abilities of Egypt's (undoubtedly shrewd) leaders.

The Reign of the Monkeys.—We have come to feel that the hopes of peace and the chances of another world war rest no longer on the restraint, the wisdom and the statesmanship of responsible leaders, but upon the impulses and base whims of irresponsibles with the mentality of chattering monkeys; the Persian and Egyptian "student," the dacoit, the imbecile assassin, the thrower of stones and insults, the wrecker of shops and of painfully and slowly-built constructive foundations. So it seems to be in the Near and in the Far East, and sometimes nearer home. This world of ours is at the mercy of monkeys and cretins, and so strong and powerful are their voices and pressure that they are able to direct policy at highest levels and to compel some of their own leaders to act as recklessly, as irresponsibly, in a manner as utterly estranged from world citizenship and sobriety, as they themselves act. Liaquat Ali Khan was aware of this appalling truth, this handing over of the destinies of a large part of the world not to "youth" but to "arrested development," this reign of the apes, which is the very direst manifestation of post-war revolution in nightmare form. Half the energy and ability which he had it in him to use for good during his short term of power had to be mortgaged to combating this senseless lawlessness by irresponsibles. While the law of the jungle continues to shape the destinies of civilised nations, it becomes increasingly hard to regard any policy of strength as "out of fashion" and "not in tune with modern politics." The jungle must first be brought under control again, and it is difficult to believe that apes will respond to sweet reason or yield to conciliatory gestures.

The Battle's Lost and Won.—Which side won? We write our copy for the Press without the knowledge. We shall read our "copy" knowing all the answers. A tag comes to memory from my schooldays: "When you are reading this, we shall have consuls." Heavens, what a time for restraint, for ca' canny. This is the time to talk of cabbages and kings, but not of General Elections. But the General Election is like a street accident. We want to avoid looking, but we can't keep our eyes off the crowd, the ambulance and the policeman. Who's in the ambulance, who is driving it? No doubt "the answer is in the infirmary," but we can't get a sight of the casualty's face before we go to Press. We don't even know (as we write) whether we have ahead of us some years of *stable* Government. There are many who have said of late that it is in our present situation more important to have stable Government than a very narrow margin of victory for this party or that; and if Mr. Attlee had men with the *gravitas* and breadth of mind and experience to fill even ten of his major offices, I should be more inclined to agree. But stable government is not enough. Statesmanship is all-important.

Winding Up the Dogfight.—Mr. Attlee, shrewdly, calmly and with dignity, wound up the "debate." Not for him the Macaulay period, the happy phrase, the witty turn. A small, plain, inconspicuous man who worked a miracle in driving an awkward herd to market over six miles of winding road. Naturally, the final account of his stewardship, or herding, was not entirely impartial, for he was *out* to be partial, he was making a party speech, and the future historian will not rely on it for historical accuracy. But if he had been able to find twenty Attlees (instead of two or three) to fill his portfolios, how different to-day would be the temper of the nation, how much nearer to national unity; how much sweeter would Socialism sound in the ears of 50 (or 60?) per cent. of the nation.

Rewards of Treachery.—Mr. Spectator Janus was unusually caustic the other day in referring to a "trailer" from a forthcoming further instalment by the Princesses' late Governess, "Crawfie," of the "things I can tell [or sell]." "Only 'Crawfie' could have written this human, authentic story," said the blurb. And Janus added dourly: "I should like to think only 'Crawfie' would." But no. The treacheries of courtiers are revealed to Janus at an even higher level. He refers to Sir Frederick Ponsonby's memoirs, which also slash the veil of Palace privacy. One thought occurs to me, mitigating Sir Frederick's treacheries. He did not himself publish. He *intended* publication and placed a fairly reasonable interval of time before publication. He would certainly have refused to sell his memoirs (which are not lacking in wise, shrewd, sensible and historically valuable matter) for extractions out of their context in a Sunday paper. For if he were alive to-day, he would fully appreciate the damage that serialisation for sensation can do to a book. He was very shrewd and wise in his sphere and generation. He would know that the published extracts—all chosen for sensation—would give a false picture of a treacherous, gossipy book by a man sworn to secrecy and discretion, a picture which would deter the decent from reading the book and cause the sensation-lovers to believe they had skimmed the cream, and therefore had had their fun. That is the modern price which authors often pay for selling a preview. "For thirty pieces Judas sold himself, not Christ." And made a bad bargain at that. I do not think Lord Sysonby would have accepted that offer. I even doubt whether "Crawfie" read *her* blurb without a shudder.

Poverty and the York Surveys.—The Rowntree - Lavers social reports on the City of York have each awakened great interest and surprise. There have been three, the first in 1899, the second in 1936, the third in 1951. In 1936 this representative city revealed two persons in every eleven as within the definition of "poverty." In 1951 the figures revealed two in every 118. The datum line of "poverty" was the same in each case, making allowance for the fall in the value of money. That standard is what the authors call "no higher than a 'fodder' basis." On the conditions of 1950 Mr. Rowntree would not accept as "in poverty" a married couple with three children unless, after paying rent and taxes, their income (including the value of school meals, subsidised milk, home-grown vegetables and other receipts in kind) fell below £5 a week. On that basis, during the last fourteen years, including five years of world war, the volume of poverty has been reduced by 90 per cent. Some will argue that this standard of what constitutes "poverty" is too stringent, that the "fodder line" covers much higher net incomes. Others, with knowledge of conditions in their own rural areas, may wonder how in the world York has achieved such miracles. It is not easy to arrive at or accept an average figure of the value of school meals, milk, home-grown vegetables and that vague "other receipts in kind." I do, however, ask myself, knowing the high rents of many new Council houses, the stiffness of taxation, rates and water rates, of electricity and gas, what gross pay-packet and subsidies are necessary for such a family man to keep himself above the fodder line? And how many agricultural labourers and private gardeners in Southern England are to-day above it? For what farmer, what private employer of gardeners, could afford to pay it?

THE OLD STAGER

PAKISTAN SUSTAINS A GRIEVOUS LOSS—MR. LIAQUAT ALI KHAN, THE LATE PREMIER OF PAKISTAN, SEEN IN COMPANY WITH HIS WIFE ON A CEREMONIAL OCCASION: Mr. Liaquat Ali Khan, who had been Prime Minister of the new Dominion since its creation four years ago, died last week from wounds received when he was shot by a gunman at Rawalpindi, 40 miles from the Kashmir border. He was shot while addressing a Muslim League meeting. The assassin, revolver still in hand, was killed by the crowd on the spot. The creation of Pakistan owed a great deal to the late Mohammed Ali Jinnah, but the growth of the young Dominion was the work of its first Premier, Mr. Liaquat Ali Khan. Witty and quick in repartee, he was without superior as a Parliamentarian. He was educated in India and at Exeter College, Oxford. As a politician his days were comparatively uneventful. Mr. Liaquat Ali Khan has been aptly described as a firm, industrious and imperturbable statesman. His successor as Premier of Pakistan is Khwajee Nazimuddi, who has resigned the Governor-Generalship to take this onerous post. He comes of a noble Bengali family.

"WITH BEST WISHES"

IT is by no means too early to think of Christmas presents—especially for friends overseas. Those in search of a present likely to be appreciated will find that a year's subscription to THE SPHERE provides an ideal gift.

Each week as the new copy arrives, the recipient will be reminded afresh of the kind thought and good wishes of his or her friend at home in Britain. Orders for subscriptions for THE SPHERE to be sent overseas can be handed to any good-class newsagent or bookstall, or sent direct to The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, and include the name and address of the person to whom the copies are to be sent, and the price of the subscription. Canada, £5 14s. Elsewhere abroad, £5 18s. 6d. (to include the Christmas Number).

BRITISH ARMY LORRIES GUARD THE ROADS INTO SUEZ AFTER TROOPS HAD BEEN ORDERED TO SEARCH ALL INCOMING AND OUTGOING TRAFFIC: Though the atmosphere in the Canal Zone remains tense, there has been, at the time of writing, only a few minor and isolated incidents since the heavy rioting in the small town of Ismailia was quelled by British troops. The strategic crossings and entries of the Zone are firmly under British command.

EGYPT

British Forces Guard Against Further Rioting

Road Blocks and Mobile Units Guard the Approaches to the Suez Zone

WHILE THEIR OFFICER IS INTERVIEWED BY EGYPTIAN NEWSPAPERMEN, BRITISH TROOPS SEARCH THE BUSHES ON THE OUTSKIRTS OF ISMAILIA: During the rioting, which took place here and at Port Said and Alexandria on October 16, twelve Egyptians were killed and seventy-four were wounded. The Egyptian mob looted and burned down a N.A.A.F.I. canteen in Ismailia and set fire to six British buses.

MEN OF THE LANCASHIRE FUSILIERS STAND GUARD IN THE GUTTED N.A.A.F.I. BUILDING AT ISMAILIA: It is reported that the local fire brigade made no attempts to extinguish the fire when rioters set the N.A.A.F.I. building ablaze.

A ROAD-BLOCK OF OIL DRUMS AND BARBED WIRE NEAR ISMAILIA: Watched by British troops, a crowd of Egyptians stand silently beneath the trees in the background. The Egyptian policeman in the foreground is directing traffic.

ON THE OUTSKIRTS OF ISMAILIA, A TROUBLE-SPOT IN THE SUEZ CANAL ZONE : British troops man road barriers as a precautionary measure against possible Egyptian demonstrators after the abrogation of the 1936 Treaty. British troops also took over essential communications and public utilities in the Canal Zone. This order followed on the news that Army lorries had been attacked between Ismailia and Tel-el-Kebir.

BRITISH TROOPS ON GUARD IN ISMAILIA : Although control of the town was soon handed back to the Egyptian civil police, men of the Lancashire Fusiliers remained on guard at British homes and military installations.

REINFORCEMENTS FOR THE SUEZ CANAL ZONE—PARATROOPS LEAVE CYPRUS EN ROUTE TO FAYID, THE CANAL ZONE HEADQUARTERS OF THE BRITISH MIDDLE EAST LAND FORCES : Members of the 3,500 strong 16th Independent Parachute Brigade boarding an R.A.F. Valetta transport plane at Nicosia at the beginning of their journey to Egypt to reinforce the British troops stationed in the trouble areas where rioting had broken out. On October 17, Mr. Morrison said that British troops would remain in the Canal Zone until we could negotiate a new agreement for the defence of the Middle East.

RIOTING FOLLOWS THE ABROGATION OF THE 1936 TREATY

First Pictures from Ismailia; Reinforcements for the Canal Zone; the Four-Power Proposals for Middle East Defence are Rejected

IN COMMAND OF THE PARA- TROOPS : Brigadier Darlin the Commander of the Briga which has been flown t Egypt.

ONE OF THE FIRST INCIDENTS : British troops on guard at the N.A.A.F.I. canteen at Ismailia, which was burned by rioters. When the Egyptians declared a State of Emergency, 2,000 Cairo police entered the Canal Zone.

HE COMMANDED THE EGYPTIAN DETACHMENT AT THE EL FERDAN SWIVEL BRIDGE OVER THE SUEZ CANAL : Lieutenant Rizk Abdel Rahman was in charge of the railway bridge until British troops occupied it in the general public interest.

THE MAN WHO TOOK THE EL FERDAN BRIDGE : The British officer (on the extreme right) who was in charge of the detachment which assumed control of the swivel bridge over the Suez is seen walking towards reporters after a "skirmish" with the Egyptians. The British occupied the bridge after being ambushed by the Egyptians. The bridge is on the left of the picture. Part of the railway installations are also shown. In Cairo, police put a barrier across the entrance to the main station when demonstrators tried to force their way on to a train destined for Ismailia "to avenge our brethren killed at the hands of the British Imperialists."

THE WORK OF EGYPTIAN RIOTERS IN THE CANAL ZONE : These British vehicles were overturned during the rioting in which one British soldier was injured and a number of rioters were killed. The British troops opened fire in order to clear the mob from the destroyed vehicles.

THE COFFINS OF FIVE DEMONSTRATORS ARE CARRIED IN A FUNERAL PROCESSION THROUGH THE STREETS OF PORT SAID : The demonstrators were killed during an attack on the headquarters of the British camp at Port Said. A message from Egypt referring to the attack on the camp said : "Suspicion that the rioting was originally inspired by out-of-town ring-leaders from Cairo and elsewhere may be justified, since it is understood that the Egyptian Red Cross in Ismailia have had difficulty in tracing the addresses from native casualties."

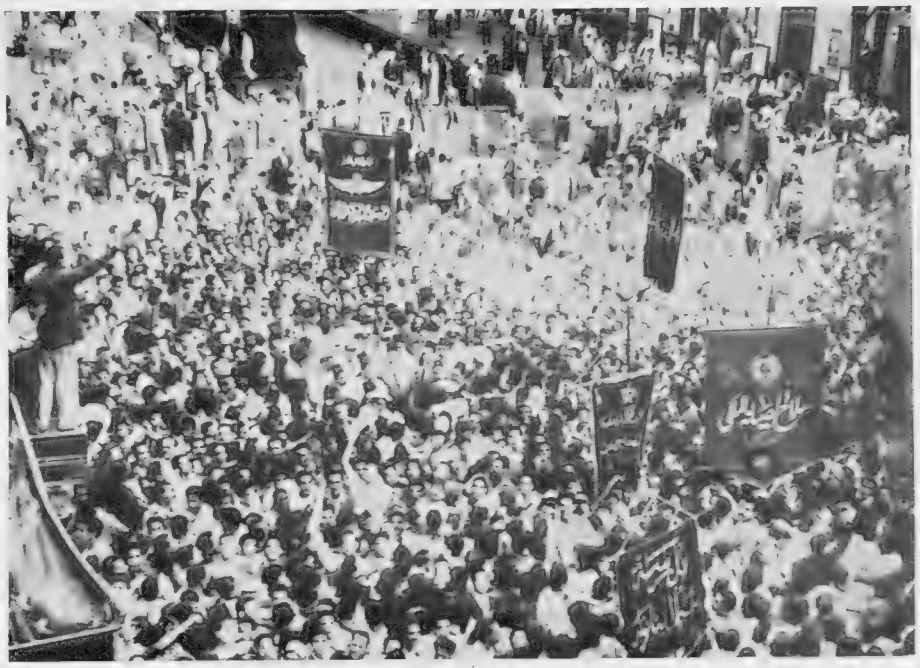
Soon after the announcement that the Egyptian Parliament had agreed to the abrogation of the Anglo-Egyptian Treaty of 1936, rioting broke out in the Suez Canal Zone and British troops were forced to fire on the mobs in order to safeguard British lives and property. A message from Cairo said that the situation was out of control soon after the initial outbreaks, and only the prompt arrival of British troops prevented a far worse situation developing. The Egyptian Government declared a State of Emergency and police reinforcements were sent to Ismailia to augment the local authority which had broken down. A N.A.A.F.I. building was damaged and British vehicles were overturned during the rioting which, the Egyptians claimed, was only made necessary after British intervention. They claimed that the "peaceful" demonstrations, staged to express joy at the abrogation measures, were under control until the British commander began to interfere, without justification, and sent armoured cars and troops to fire on the people.

JOY IN THE CHAMBER OF DEPUTIES : In the foreground are three Ministers of the Egyptian Government seen in their seats on the front bench. They are (left to right) Nahas Pasha, the Prime Minister, Fouad Serag el Din Pasha, Minister of the Interior, and Ghannam Pasha, the Commerce Minister.

A ROUSING WELCOME FOR NAHAS PASHA : Vast crowds at Cairo railway station welcome home the Egyptian Prime Minister on his return from a visit to Alexandria. About 20,000 students and workers gathered outside the station and another crowd inside the station as Nahas Pasha's train steamed in. Meanwhile large-scale demonstrations were reported from other parts of Cairo, hailing the Egyptian Government's approval of legislation abrogating the 1936 Anglo-Egyptian Agreement.

LIEUT.-GENERAL SIR GEORGE ERSKINE, COMMANDER OF THE BRITISH TROOPS IN EGYPT : "We are not going to be turned out, forced out or knocked out," he said in a broadcast.

On October 8, Nahas Pasha, the Egyptian Prime Minister, tabled decrees in the Chamber of Deputies to end the law ratifying the Anglo-Egyptian Treaty of 1936 and the agreements of 1899 concerning the Sudan. Britain, the United States, France and Turkey, seriously perturbed about the safety of the vital Suez Canal Zone, proposed the formation of a new Allied Middle East Command, in which Egypt would be invited to join as an equal partner, but the Egyptian Government, spurred by the frenzied nationalism which followed Dr. Mossadek's success in Persia, rejected the proposals out of hand. With the whole-hearted backing of the United States the British Government took a firm stand, and when rioting broke out in the Canal Zone the British garrisons there were at once reinforced by men of the 16th Independent Parachute Regiment, who were flown in from Cyprus. In Washington the American Secretary of State made a statement supporting the British point of view.



CROWDS DEMONSTRATE IN CAIRO RAILWAY STATION AS NAHAS PASHA RETURNS : Throughout the city excited Egyptians, most of them students and members of the working classes, went frantic in their endeavours to show how popular was the Government's action. A Muslim Brotherhood conference decided that (1) the Egyptian Government should declare war with Britain, (2) that Anglo-Egyptian economic, commercial and cultural relations should be broken off, and (3) that all Egyptians should be allowed to carry arms without a licence. Assaults on Britons, the conference said, should not be punishable offences under the Egyptian penal code.

THE AMBASSADORS OF BRITAIN, THE UNITED STATES, FRANCE AND TURKEY, WHO PRESENTED PROPOSALS TO THE EGYPTIAN FOREIGN MINISTRY FOR A JOINT DEFENCE PACT FOR THE MIDDLE EAST AND THE SUEZ CANAL ZONE : They are (*left to right*) Sir Ralph Stevenson (Britain), Mr. Jefferson Caffery (the United States), M. Couve de Murville (France) and M. Fuad Tugay (Turkey). The next day the Egyptian Ministry of the Interior announced that the proposals had been rejected. The Western Powers had pointed out that the defence of Egypt and other Middle East countries could only be assured by the co-operation of all interested Powers, through the effective defence of the whole Middle East area and by the co-ordination of this defence with that of adjacent areas. Invitations to participate in the proposed new command had been addressed to Australia, New Zealand and South Africa, and all three countries had at once agreed in principle. At the time of writing, however, it would seem that Egyptian intransigence and her apparent inability to prevent her own people offering violence to British troops and residents will, for the time at least, prevent any reasonable solution of what is certainly a highly inflammable situation.

THE QUEEN MAKES HER FIRST PUBLIC APPEARANCE SINCE THE KING'S OPERATION : Her Majesty, accompanied by Mr. Michael Hornby, is seen leaving St. Margaret's, Westminster, after the wedding of the Marquess of Blandford and Miss Susan Mary Hornby.

THE DUKE OF MARLBOROUGH ACCOMPANIES PRINCESS MARGARET FROM ST. MARGARET'S : Her Royal Highness wore a coat of deep wine velvet and her hat was embroidered with jewels.

QUEEN MARY ARRIVES FOR THE RECEPTION AT THE GOLDSMITHS' HALL : The Hall was offered by the Goldsmiths' Company because Miss Hornby's grandfather, the late Mr. St. John Hornby, was a Prime Warden. A crowd of City workers watched the guests arrive.

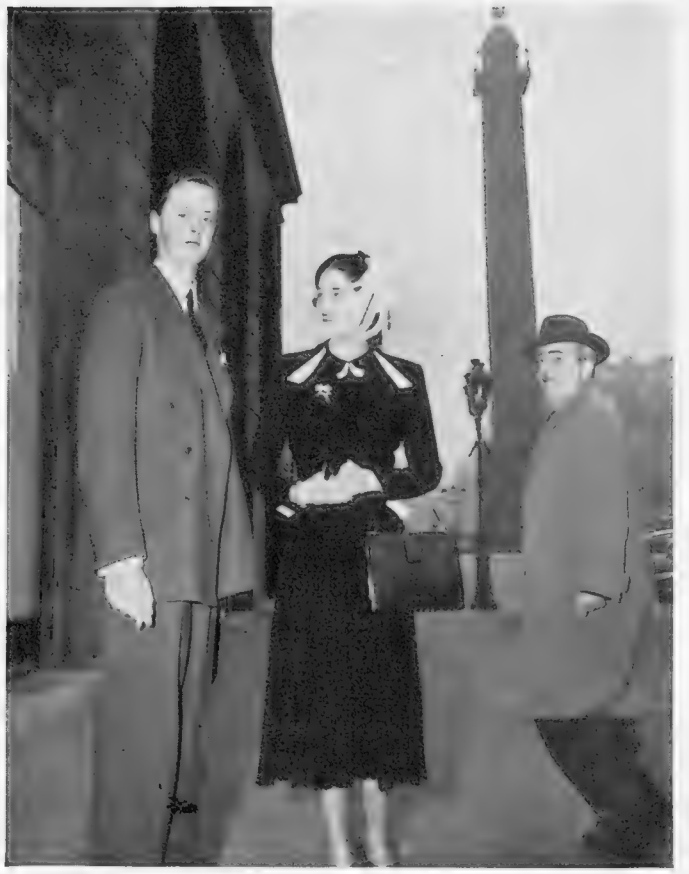
HERE COMES THE BRIDE—MISS SUSAN MARY HORNBY ARRIVING WITH HER FATHER AT ST. MARGARET'S, WESTMINSTER, FOR HER MARRIAGE WITH THE MARQUESS OF BLANDFORD, SON AND HEIR OF THE DUKE OF MARLBOROUGH : The bride, the daughter of Mr. and Mrs. Michael Hornby, of Faringdon, Berks, wore a gown of heavy ivory satin woven in a rose design, with a crinoline skirt extended to form a train. Her long tulle veil was held in place by a diamond bandeau, and she carried a crescent-shaped bouquet of tuberoses. The Bishop of Lichfield, Dr. Woods (a kinsman of the bride), officiated, assisted by Canon Charles Smyth, of St. Margaret's and by the Rectors of Woodstock and Pusey. Members of the Royal Family present at the service included the Queen and Princess Margaret and the Duke and Duchess of Gloucester. Queen Mary went direct to the reception at the Goldsmiths' Hall. Mr. Winston Churchill, a kinsman of the bridegroom, and Mrs. Churchill were also present.

The WEDDING of the YEAR

The Queen and Princess Margaret Attend the Wedding of Lord Blandford and Miss Susan Hornby at St. Margaret's, Westminster

AFTER THE CEREMONY—SOME OF THE BRIDAL ATTENDANTS AWAIT FURTHER ORDERS : The four pages at the wedding were Philip Smith, son of Lady Hambledon; Michael, son of Mr. and Mrs. J. J. Astor; David, son of Lord and Lady Ednam; and Tatton, son of Sir Richard and Lady Sykes. They wore replicas of Life Guards dress uniform of the Marlborough period. The eight bridesmaids were dressed in cream organdie dresses with gold sashes

THE BRIDE AND BRIDEGROOM LEAVING THE CHURCH BENEATH THE SWORDS OF THE GUARD OF HONOUR FORMED BY THE LIFE GUARDS: As the Marquess and Marchioness left St. Margaret's they were greeted by a huge crowd which had waited several hours to glimpse the many personalities at the wedding. The church was decorated with yellow and white gladioli and lilies from the bridegroom's home at Blenheim.



THE BEGINNING OF THE HONEYMOON: *Left*—The young couple waving from their car to friends and relatives as they left the reception at Goldsmiths' Hall. The new Lady Blandford wore a scarlet travelling coat over a dress and jacket of thin navy wool, three-quarter sleeves and white sharkskin trimming. *Right*—A stroll in Paris on the first stop of their honeymoon tour. Traffic jams in the West End of London prevented the couple reaching London Airport on time, and their arrival in France was further delayed by fog which kept their plane circling while waiting for permission to land. They stayed only one night in Paris, flying from there to Majorca, where they are staying for twelve days. Later they will go to the United States.

1. PREPARING TO TAKE OVER IN BERLIN : Major-General Geoffrey K. Bourne (right), retiring British Commandant in Berlin, briefing his successor Major-General Cyril Frederick Charles Coleman.

2. THE NEW AMBASSADOR TO MOSCOW : Sir Alvary Gascoigne with Lady Gascoigne at Northolt Airport prior to their departure.

PEOPLE in the NEWS

A PAGE OF PERSONALITIES

4. CONFERRING IN LONDON : Mr. Dan Kimball (right), Secretary of the U.S. Navy, who was visiting England with Rear-Admiral Walter F. Boone (centre) and Mr John S. Graham, Assistant Secretary to the Treasury.

5. INVESTIGATING LIFE BELOW GROUND IN MUNICH : Princess Maria Josefa of Saxony.

3. INDIA'S NEW NAVAL CHIEFS : Vice-Admiral C. T. M. Pizey (left), the new Commander-in-Chief ; Rear-Admiral N. V. Dickinson (centre), new Commander of the Indian Naval Squadron, with Rear-Admiral G. Barnard, retiring Commander of the Indian Naval Squadron.

6. PRINCESS ASTRID RETURNS TO OXFORD : The Norwegian Princess disembarking from a mail-boat at North Shields.

7. THEY GAVE A PARTY FOR YOUNG EMIGRANTS TO AUSTRALIA : The retiring Lord Mayor of London and Lady Lowson at the Mansion House.

1. The End of a Soldier's Mission.—Major-General Bourne, the retiring British Commandant, bade farewell to the citizens of Berlin at a sitting of the House of Deputies on October 18, and introduced his successor, Major-General Coleman. Speaking in German, he said it was his good fortune to have been appointed to his post in the middle of the "blockade winter." Berlin had been energetically defended alike by the Allies and by the Berliners themselves. Great Britain, he assured them, had the firm intention to continue to defend and sustain Berlin.

2. The Most Onerous Post in Modern Diplomacy.—Sir Alvary Gascoigne, the new British Ambassador to Moscow, left Northolt last week in an R.A.F. York aircraft. He was accompanied by Lady Gascoigne. Since 1946 Sir Alvary has been the United Kingdom's political representative in Japan with the rank of Ambassador. During the war Sir Alvary was Consul-General at Tangier.

3. The Start of a Sailor's Mission.—Vice-Admiral Charles Thomas Mark Pizey, the new C-in-C of the Indian Navy, was until recently Flag Officer Commanding the First Cruiser Squadron, and before that he held the highly responsible post of Chief of the United Kingdom Services Liaison Staff in Australia. The new Commander of the Indian Naval Squadron is Rear-Admiral N. V. Dickinson, former Captain of the Royal Naval College, Dartmouth.

4. An American Official on a Visit to Europe.—The Secretary of the U.S. Navy, Mr. Dan Kimball, left London on October 19 after a short visit to this country. He had spent some time on the Continent, where he inspected naval installations, and in London had talks with the First Lord of the Admiralty.

5. Princess Maria Josefa of Saxony.—This twenty-two-year-old granddaughter of Saxony's last ruling King is seen about to take her camera down into the Munich cellars prior to taking a series of pictures of life below ground. The Princess has had several scoops since she turned news photographer. She lives with her sister, Princess Maria Anna, in a Munich boarding-house.

6. The Return of Princess Astrid.—The Princess is a granddaughter of King Haakon and stayed with the King and Queen at Buckingham Palace at the time of King Haakon's State visit to this country in June of this year She has just returned from Norway to continue her studies at Oxford, and landed last week from the Norwegian mail-boat, *Blenheim*, at North Shields.

7. Farewell to Some New Australians.—London's Lord Mayor, Alderman Sir Denys Lowson, now nearing the end of his highly successful term of office, and Lady Lowson, recently entertained a party of young emigrants at the Mansion House on the eve of their departure for Australia. The present Lord Mayor's interest in Australia has been awakened by his recent flying visit to the Commonwealth and to neighbouring New Zealand. Sir Denys has as his successor in office at the Mansion House Sir Leslie Boyce, who is actually an Australian by birth. He hails originally from Taree, New South Wales, is a well-known barrister and was Conservative M.P. for Gloucester from 1929 to 1945. Educated at Balliol College, Oxford, he was with Australian forces in Egypt, Gallipoli and on the Western Front during the First World War In 1917 he was invalided to South Australia, where he carried out personal recruiting and later returned to the front in command. In 1920 he won a Rhodes Scholarship and since then his fortunes have lain in England.

PERSIANS FORGATHER TO COMMEMORATE THE MARTYRDOM OF A MUSLIM IMAM, AND THEY REMEMBER IN THEIR PRAYERS THE PRIME MINISTER OF PERSIA ENGAGED ON HIS VITAL MISSION TO NEW YORK: *On left*—The scene in the Golestan Palace, Teheran, as prayers were offered up on a recent red-letter day in the Muslim calendar. The Shah was present at the service. *On right*—The Mollah calling upon the congregation to pray for Dr. Mossadek. Prayers for Dr. Mossadek have been said in all the mosques of Persia since his departure, and readings from the Koran and prayers for his safe flight were actually made at the airport as he set off.

POLITICAL UPHEAVALS IN THE MIDDLE EAST

NEWS PICTURES FROM TEHERAN, CAIRO AND KARACHI

THE FUNERAL OF MR. LIAQUAT ALI KHAN, PRIME MINISTER OF PAKISTAN, WHO WAS ASSASSINATED LAST WEEK AT RAWALPINDI: *On left*—The widow of the Prime Minister, Begum Liaquat Ali Khan, keeps a vigil at the lying-in-state in their Karachi home. *On right*—The funeral cortège passing through Karachi. The assassinated Prime Minister was buried near the grave of Mohammed Ali Jinnah, the architect of the Pakistanian Dominion. Before the funeral many thousands of people of all classes filed past the body of Mr. Liaquat Ali Khan, which had been flown to Karachi from Rawalpindi. The former Premier will always be remembered as a brilliant administrator who came to his country's aid at a time when it was being created as a separate nation of the Indian subcontinent.

THE SURGING SPIRIT OF NATIONALISM IN EGYPT, WHERE "TWISTING THE LION'S TAIL" HAS BECOME THE PASTIME OF THE MOMENT: *On left*—Fouad Serrag Ed Din, Minister of Finance and of the Interior and strong man of the Wafdist Government, seen as he addressed the Egyptian Chamber of Deputies, telling the members that Egypt rejected the Western proposals for the new form of the Middle East Defence Organisation. A few days later the Minister was blaming Britain for incidents in the Canal Zone. *On right*—Nahas Pasha (left of group) smiling triumphantly in the Senate after the passage of the Bill changing King Farouk's title and making him King of Egypt and the Sudan. Seated beside the Premier are the Education Minister, Hussein Taha Pasha, and the Commerce Minister, Ghannam Pasha.

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HITLERISM, TITOISM, AND STALINISM

SOME ASPECTS OF POLITICAL ACTIVITY IN A DEEPLY TROUBLED EUROPE

KNOWING WHICH SIDE THEIR BREAD IS BUTTERED : Farmhands at Gravina di Puglia, a town 40 miles west of Bari, Italy, handing to Signor Basso (left), the local Secretary of the Christian Democrat Party, their Communist Party membership cards. They have been prompted to make the great renunciation by reason of the recent land reforms carried out by the Italian Government. At the moment the Christian Democrats are waging a tremendous battle against the Communists throughout Italy. They have lately made known the Communist Party's plan for creating a network of clandestine factory commissions within all industrial plants for the specific purpose of sabotage.

A FORMER GESTAPO AGENT ON TRIAL IN LIMBURG : Dagmar Imgart, fifty-five-year-old Swedish-born widow of a German teacher (right), conferring with her defence counsel, Dr. M. Trorst, in the Limburg court where she is being tried on charges of two cases of "conspiracy in murder" and aiding the Gestapo to arrest nine persons. She is said to be a former Gestapo agent who operated in Germany and Sweden, and it is alleged that two members of the German Resistance were beheaded during the war as a result of her denunciations, while nine other Germans were thrown into concentration camps. Described as "highly intelligent but absolutely heartless," she came to Germany in 1922 and was a member of the Nazi Party from 1928. She returned to Sweden at the end of the Second World War, but was handed over to the German authorities upon the request of the Allies in 1946.

BROUGHT TO JUSTICE IN MUNICH : Fritz Treutler, aged thirty-four, who pleaded guilty before a local High Commission Court to charges of espionage on behalf of Soviet Russia, hides his face from the photographers as, handcuffed to a German prison attendant, he is led to the cells from the American High Commission District Court-room in Munich. He was the second of four defendants being tried by the court to plead guilty. The four were charged with spying on the U.S. intelligence units.

BRANKO PUTNIK, CHARGED WITH LEADING A SOVIET SABOTAGE SPY RING IN YUGOSLAVIA, TELLS A BELGRADE COURT, "I FEEL GUILTY" : Thirteen other defendants have been in the dock and the Yugoslav prosecutor has attempted to show that they plotted to disrupt the Yugoslav Five-Year Plan, to slow down the construction work on railways and bridges, and to delay economic recovery. They are also said to have installed agents in key Government positions to ferret out military secrets. In a speech before the Trade Union Congress at Zagreb last week Marshal Tito accused the Russian leaders of being "Imperialists who wanted not allies but subjugated nations." He said the Cominform had recruited 1,932 spies in Yugoslavia and he called for vigilance in factories because "we have not caught all the spies yet."

FIVE OF THE ELEVEN INDUSTRIALISTS WHO HAVE BEEN FACING TRIAL IN WEST BERLIN ON CHARGES OF SMUGGLING 15,000 TONS OF STEEL INTO COMMUNIST EAST GERMANY : The defendants are said to have made the shipment for cash down. Named in the indictment are 147 pieces of equipment which were destined for a Soviet-operated East German uranium mine. Sixteen German lawyers have been briefed in defence.

SIR GLADWYN JEBB, LEADER OF THE BRITISH DELEGATION TO THE UNITED NATIONS, SHAKES HANDS WITH DR. MOSSADEK : The British representative urged the Security Council to ensure a provisional agreement in the oil dispute so that supplies from Persia might be resumed. Dr. Mossadek, who, according to reports, spoke in "a timorous and unimpressive voice," said of the dispute that "whatever danger to peace there may be lies in the action of the United Kingdom Government."

DR. MOSSADEK IN A NEW YORK HOSPITAL : Since he arrived in New York for the United Nations debate on the Persian oil dispute the Prime Minister has spent most of his time in hospital. A spokesman of the Iranian Embassy in London says that Dr. Mossadek suffers from rheumatism and heart trouble and that this was due to the imprisonment and exile he suffered for political offences under Reza Shah, father of the present Shah of Persia.

SUPPORTED BY MR. TRYGVE LIE, THE SECRETARY-GENERAL OF THE UNITED NATIONS, DR. MOSSADEK ENTERS THE COUNCIL ROOM AT FLUSHING MEADOWS : The Persian Premier spoke to the Security Council for fifteen minutes in French and then handed his statement over to a Persian delegate, who completed the address.

The PERSIAN OIL DISPUTE

Considered by the Security Council

There is little doubt that the British Government, in submitting the Persian oil dispute to the United Nations, had little real hope that a complete settlement could be reached by this means. On the other hand, the evident fact that the Security Council has no intention of intervening effectively and, moreover, the lack of adequate American support at the Council, must have been a disappointment to Britain's representatives.

On October 7, Sir Gladwyn Jebb, representing Great Britain, reluctantly accepted the joint amendments of India and Yugoslavia which, by their omission of any direct reference to the interim findings in the dispute by the International Court, reduced the British proposals to a mere suggestion that negotiations between the two parties should now be resumed. Even this has been rejected by the very determined Dr. Mossadek.

THE SECURITY COUNCIL LISTENS TO DR. MOSSADEK : The Premier (left) spoke for fifteen minutes and left the rest of his statement to a colleague, who spoke unimpressively for the following two hours. The debate was a big disappointment for both sides in that neither achieved very much. Although bitter words were exchanged, the British representative, on the whole, spoke mildly, and when the hearing ended the impression remained that both Britain and Persia were still seeking a negotiated settlement. The brief presented by Persia might have been more belligerent without American efforts to introduce an atmosphere of friendliness.

Whaling in Western Australia

A NEW AND THRIVING INDUSTRY IS BEING ESTABLISHED NEAR CARNARVON ON THE SHORES OF THE INDIAN OCEAN

On a glittering, lonely shore, half-way up Australia's western coast, is taking place the first major revival of whaling in Australian waters under Australian sponsorship since the 1850's, when about 10,000 men were engaged in the industry off the Australian coast.

In 1947 a group of young ex-Servicemen started a whaling station at Albany, Western Australia. They had little capital and poor equipment. They caught a few whales in 1948, then ceased operations.

In 1949 the Nor'-West Whaling Co. Pty. Ltd. was formed in Perth and took over the old Norwegian Bay whaling station at Point Cloates, some 200 miles north of Carnarvon and 700 miles north of Perth. The Nor'-West Company had to dig old plant out of sand-drifts and overcome other great difficulties, but it is now operating successfully.

At the time of this company's application for a whaling licence, the formation of the Australian whaling industry under national auspices was being considered. In fact, the idea was advanced in 1943 because of war-caused shortage of animal and vegetable oils. The Australian Federal Government drew up plans to establish a whaling station near Eden, New South Wales, but did not proceed when the war situation improved. Not until some settling-down of post-war conditions was whaling again investigated.

The passing of the Whaling Industry Act, 1949, provided for establishment of the Australian Whaling Commission as a corporate body with power to engage in whaling in Australia and Antarctica.

The original idea had been to buy a factory ship and fleet of catchers for Antarctic operations. But costs had so risen that an organisation capitalised at up to £A3,500,000 would have been necessary, and, because Antarctic competition is fierce, the financial outcome was doubtful. Hence the decision to establish a land station near Carnarvon. This is a strategic point to intercept the annual migration of humpbacks from Antarctic to tropic regions, and return.

Design of the station was largely a co-operative effort. The Federal Government brought out a Norwegian whaling adviser, Captain Melsom. After his visit the Commonwealth Director of Fisheries, Mr. Anderson, and Mr. Bowes (now chairman of the Whaling Commission and then an executive officer of the Department of Supply) went overseas to inspect whaling equipment and investigate procurement.

Tremendous transport problems had to be solved to get the station built. Equipment was obtained from all States of Australia, and from the United Kingdom, Norway, U.S.A., South Africa, Japan, South Georgia and Manus Island. Storage tanks alone came from four different sources, and a new 1,000,000-gallon tank for whale solubles from the U.K. The factory building itself is an old Air Force building from Geraldton, 200 miles south. It now stands near Carnarvon just as it stood at Geraldton except that the centre section has been raised 8 ft.

Just as important as construction of the station was acquisition of catcher boats. The biggest, *Carnarvon*, was built on the Clyde by A. and J. Inglis, Ltd., and delivered ten months after the order was placed, although normal delivery was two years. This was achieved by building a hull which would take the propulsion of an ex-Navy corvette acquired for the purpose. The other two catchers were bought: *Gascoyne* (ex-*Southern Breeze*) and *Minilya* (ex-*Thorvard*).

Experienced Norwegian skipper-gunners were engaged for *Carnarvon* and *Gascoyne*: Captains A. J. Jensen and S. Gjelstad. Skipper-gunner of the *Minilya* is an Australian-domiciled Irishman, Frank Hughes.

Apart from teaching Australians the art of catching, experienced Norwegians were engaged also to help the station through its initial operating stages. Fifty-nine came out under contract, 43 by air. Only 10 remain with the Commission. The other 170 staff and wages men ashore and afloat are mostly Australians, though there are many "New Australians."

Along this coast the whaling season officially opens on June 1 and closes on October 31. This season, however, catching did not begin until June 25 because there was difficulty in getting together all equipment. In the first thirty-three days 160 whales were caught out of a 600 quota for the season. Quotas are fixed by the Australian Federal Government on advice of the Fisheries Division of the Department of Commerce and Agriculture. Australia co-operates closely in the International Whaling Agreement, and quotas are calculated so as not seriously to deplete the herds.

THE WHALE FACTORY STATION ON THE SHORES OF SHARK BAY, NEAR CARNARVON, WESTERN AUSTRALIA, WHERE THE AUSTRALIAN WHALING COMMISSION HAS ESTABLISHED A PROSPEROUS INDUSTRY: The station has a flensing deck directly above the digesters as in a whale factory ship, and the whales are hauled up a slipway from the bay just as they are hauled up a ramp from the stern of a ship. The station lies only four miles over sandy tracks from the sheep, wool and banana port of Carnarvon. A pipe-line, seen running diagonally across the foreground, leads to Carnarvon jetty, where the whale oil is put aboard ships. In the first five weeks of the 1951 season 160-whales were taken and processed. They yielded an average of about 8 tons of oil, 2¾ tons of whale meal and 5¼ tons of whale solubles.

THE DEADLY 160-LB. HARPOON, WITH ITS EXPLOSIVE WAR-HEAD, STRIKES HOME AS THE HEAVY LINE SNAKES OUT FROM THE GUN: Very rarely does the shot miss, and often the first shot is the killer; if not, the killer shot follows as quickly as possible. The Australian Whaling Commission aims to bring in six or seven whales a day, and if this can be maintained with reasonable regularity the quota of 600 whales for the seventeen-weeks season should be easily attained. There are three catcher boats in the service, the very modern *Carnarvon*, which was built on the Clyde, and the *Gascoyne* and the *Minilya*, two vessels with good records in the Antarctic. Norwegian skipper-gunners are in charge.

ON ARRIVAL AT THE FACTORY SLIPWAY IN SHARK BAY THE CARCASE OF THE WHALE IS MADE READY FOR HAULING TO THE FLENSING DECK: It has been found by experience that the more quickly the whale is treated, the better is the quality of the oil. Australia co-operates closely in the International Whaling Agreement, and the quota of 600 whales in the Carnarvon area is calculated so as not to deplete the herds visiting West Australia.

THE MOST MODERN WHALE FACTORY PLANT IN THE WORLD: This building near Carnarvon, West Australia, is an old Air Force hangar removed from Geraldton, which lies 200 miles farther down the coast. The outstanding feature which places the station in the technical forefront is the plant for the recovery of whale solubles. It has only been possible during the last two years, by careful process control, to recover the soluble solids which would ordinarily be lost.

H.M.S. "ILLUSTRIOUS," THE NAVY'S "TRIALS CARRIER," CALLS AT MALTA TO EMBARK AIRCRAFT FOR THE "EAGLE," BRITAIN'S LATEST AND MOST POWERFUL AIRCRAFT-CARRIER: The 23,000-ton aircraft-carrier approaching Valetta Grand Harbour, where she was to embark 837 Squadron of the Royal Navy Air Service. After flying practice the squadron will be transferred to the *Eagle*. Although the new carrier is to be commissioned at the end of this month, she will not embark her own aircraft for some months. On the left is the dome of All Souls' Church which was hit when German Stukas attacked the *Illustrious* at Malta in 1941.

MALTA

BRITISH, AMERICAN AND DUTCH SHIPS FORGATHER IN GRAND HARBOUR

During the past few months H.M.S. *Illustrious* has been used by the Admiralty as a "Trials Carrier" with the Home Fleet. She has been used extensively for deck-landing practice and has taken part in several training exercises. *Illustrious* also plays a prominent part in the special exercise known as "Operation Shopwindow," which is used to demonstrate the work of aircraft, destroyers and motor-torpedo-boats. It is a normal exercise, and is often put into use by the Admiralty for officers of the other fighting services when attending courses at Staff Colleges. Just recently the *Illustrious* went to Malta and there embarked a naval air squadron for trials at sea. Eventually the squadron, which includes Blackburn Firebrand torpedo-carrying fighters, will be embarked in the 36,800-ton *Eagle*, which is to go into service at the end of this month. Since the *Illustrious* went into commission she has had many notable associations with Malta. One of her memorable visits was made in 1941, when she limped into Grand Harbour after receiving a direct hit from a German Stuka while escorting a convoy through the Sicilian-Maltese Channel. As she approached the harbour on her recent visit she passed close by All Souls' Church, the dome of which was hit by German bombs shortly after the Island's first air raid and the arrival of the damaged aircraft-carrier. Other warships which have called at Valetta during October have included units of Britain's Mediterranean Fleet returning from cruises; a Dutch Training Squadron, and a United States troopship which landed stores for the new U.S. air base.

A DUTCH NAVAL SQUADRON PAYS AN INFORMAL VISIT TO MALTA: Three destroyers of the Dutch Training Squadron seen in Grand Harbour, Valetta, soon after their arrival in Maltese waters in company with three other warships. Earlier, the Training Squadron, led by the cruiser *Tromp*, had taken part in operational exercises with the United States Sixth Fleet off Italy.

WARSHIPS OF BRITAIN'S MEDITERRANEAN FLEET ARRIVE BACK AT MALTA AFTER PAYING GOODWILL VISITS: H.M.S. *Euryalus* passes H.M.S. *Liverpool* in the harbour following her arrival from the Red Sea. H.M.S. *Liverpool* had arrived from Istanbul the same morning and had previously visited Yugoslavia, where the C.-in-C., Admiral Sir John H. Edelsten, entertained Marshal Tito.

A UNITED STATES TROOPSHIP LANDS STORES FOR THE U.S. AIR FORCE SQUADRON WHICH IS TO BE BASED ON MALTA: The troopship *Cambria* is seen in the Dockyard Creek during her stay at Valetta. While there, the *Cambria*, which was full of troops, unloaded stores for the new Air Force base.

THE PRINCESS SPEAKS AT A CIVIC LUNCHEON IN THE CHATEAU LAURIER AT OTTAWA: Princess Elizabeth, who is standing on the right hand of Dr. Charlotte Whitton, the first woman Mayor of Ottawa, seen as she replied to the toast and thanked the Mayor for a gift of 1,000 dollars made by the people of Ottawa to any charity of her own choice. Prince Philip sat on the Mayor's left hand. Behind them are seen standing the two young people who presented the cheque, together with a box of maple sugar for Prince Charles and Princess Anne. The box is lying in front of the Duke, who was charged by the Mayor with the task of looking after the maple sugar and seeing that it was wisely rationed. Dr. Whitton is known in Canada as a celebrated newspaper columnist with a penchant for racy speeches.

PRINCESS ELIZABETH AND PRINCE PHILIP OUTSIDE THE CHATEAU LAURIER, OTTAWA: Their smiling acceptance of every situation which has been thrust upon them has already won the admiration of the Canadian crowds, as also has been their obvious delight in the informal occasions contrasting so strikingly with the inevitable receptions which mark every stage of the tour. The tour started in Quebec, and it ends in Newfoundland, their Royal Highnesses sailing on November 12.

THE DUKE OF EDINBURGH FULFILS A SEPARATE ENGAGEMENT IN TORONTO: The Duke at the luncheon given by the Toronto Board of Trade when he addressed 1,700 members, the speech also being broadcast to the nation. While he fulfilled this engagement Princess Elizabeth addressed seventy-five young Toronto mothers. Seated on the right in this picture is Mr. Godsoe, President of the Canadian Board of Trade.

IN THE TWILIGHT OF AN AUTUMN DAY PRINCESS ELIZABETH AND PRINCE PHILIP RECEIVE AN UNFORGETTABLE TORONTO WELCOME: Business closed at 3.30 p.m. in the afternoon and when the Royal visitors drove in from the airport it was through eighteen miles of wildly-cheering people. At the end of the journey they were received on this platform in front of the City Hall.

WITH THE ROYAL TOURISTS IN EASTERN CANADA

PRINCESS ELIZABETH AND PRINCE PHILIP ON THEIR ARDUOUS ROUND OF ENGAGEMENTS IN THE FIRST WEEK OF THE TOUR

LEONARD OGDEN, FOUR-YEAR-OLD MASCOT OF THE 48th HIGHLANDERS OF CANADA, WAS THERE TO MEET THE PRINCESS WHEN SHE VISITED THE TORONTO ARMOURIES: Princess Elizabeth and Prince Philip were entertained to tea by the officers of the 48th Highlanders after they had covered 34 miles in drives through the city. The Princess is Colonel-in-Chief of the 48th Highlanders. The biggest and most excited crowds of the Royal tour greeted Princess Elizabeth and Prince Philip in Toronto, and the experience was the most exacting they had yet undergone. On the first day the programme ended so late that when the Royal visitors arrived at the official banquet the Princess had to deliver her speech before the main course was served in order to comply with the broadcasting arrangements.

LEAVING THE ROYAL TRAIN TO ATTEND AN OFFICIAL DINNER AT THE END OF THE FIRST DAY IN TORONTO: Princess Elizabeth and Prince Philip in evening dress after they had changed hurriedly at the close of a day of non-stop activity. Despite curtailing the time allotted for changing, they arrived late at the dinner. Throughout the tour the enthusiasm of the crowds has made the maintenance of time schedules almost an impossibility.

SIGNING THE REGISTER AT SUNNYBROOK HOSPITAL, TORONTO: No picture could epitomise more clearly what the Royal tour connotes for Princess Elizabeth and Prince Philip, with every little action during long hours of public engagements recorded by the cameras of an ever-attentive Press. After Toronto the Royal tourists journeyed south-westwards towards Windsor, on the American border. After that they turned north to the little mill town of Kapukasing, then westwards to Winnipeg, in the prairies.

THE RHODESIA CASTLE

A New Liner for the Round-Africa Service

On October 18 the S.S. *Rhodesia Castle*, of 17,300 tons, left London on her maiden voyage in the Union Castle Line's Round-Africa service, under the command of Captain J. M. Rayner, R.D., R.N.R. The ship was named and launched in April 1951 by Mrs. Goodenough, wife of the High Commissioner in London for Southern Rhodesia. She is the second one-class ship to be built for the Union Castle Line.

Designed to offer the best in ocean travel at moderate rates of passage money, the *Rhodesia Castle* can accommodate 530 passengers. Fares for the 6,000-mile voyage between London and Cape Town, via the West Coast, range from £57 to £100. Every passenger will be entitled to the full use of all public rooms, service and recreation deck facilities, while the cabins will vary according to the fare paid.

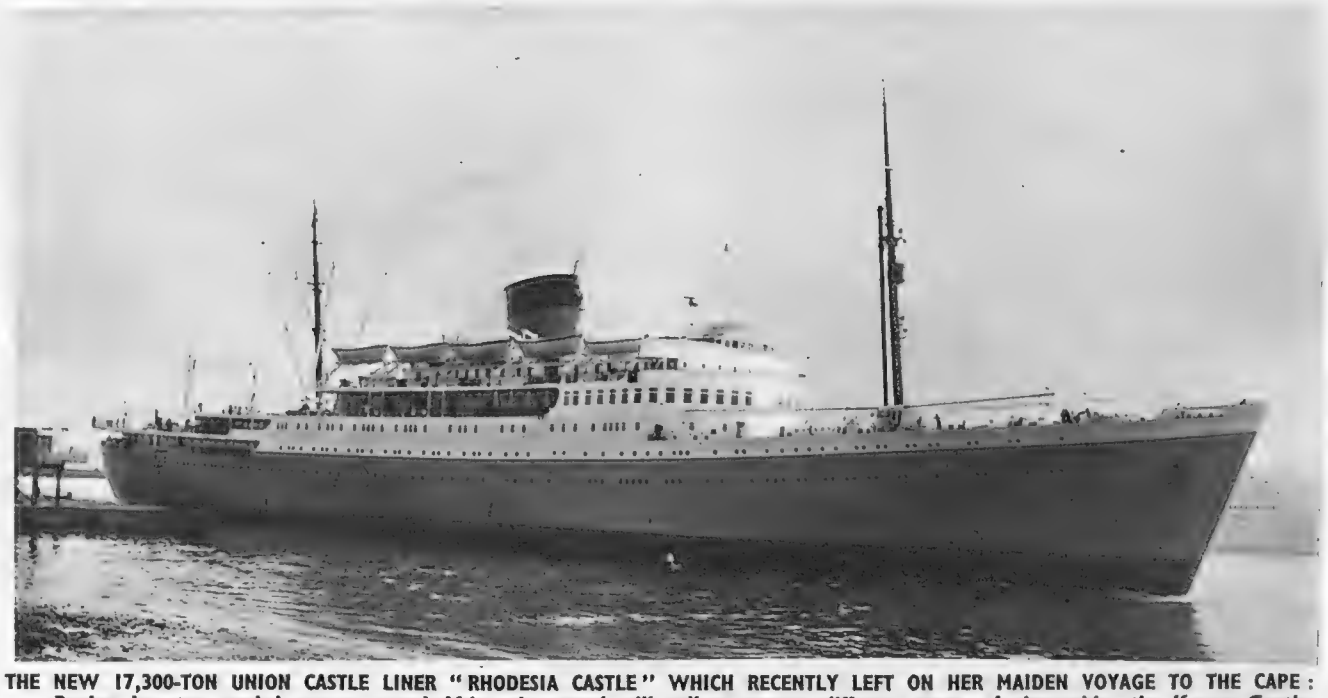
Spacious decks are a notable feature of this new liner. For the greater part of her voyage round Africa she will experience fine, sunny weather, and the layout of the passenger decks will enable her passengers to take full advantage of these ideal conditions.

Facilities for the ship's many deck games are centred about the large, open-air swimming-pool. For children there is a paddling-pool and a sand-pit which are provided on their own special play-deck, in addition to a well-furnished play-room.

Technically the *Rhodesia Castle* is described as a twin-screw passenger and cargo liner, built under Lloyds and Ministry of Transport Survey. She has an overall length of about 576 ft. and a gross tonnage of 17,300. She is equipped with the most modern fire-protection apparatus and some of her most important rooms are air-conditioned. An electric passenger lift service serves the various decks.

The vessel's navigation equipment is of the most up-to-date kind and includes radar and a gyro-compass.

Captain Rayner, master of the ship on her maiden voyage, commanded during the war the corvette *Petunia* and the frigates *Nith*, *Meon* and *Sarawak*. In 1945 he joined the staff of Admiral Fisher in the Pacific and was mentioned in dispatches. Since 1946, when he joined the Union Castle Line, he has commanded five other of the Company's ships.



THE NEW 17,300-TON UNION CASTLE LINER "RHODESIA CASTLE" WHICH RECENTLY LEFT ON HER MAIDEN VOYAGE TO THE CAPE: During her ten weeks' voyage round Africa the vessel will call at twenty different ports. A sister-ship, the *Kenya Castle*, is expected to leave on her maiden voyage early in 1952, and a third vessel of a similar type at the end of that year.

THE S.S. "RHODESIA CASTLE" STEAMING AT FULL SPEED OFF THE ISLE OF ARRAN DURING HER TRIALS: Built by Messrs. Harland and Wolff Ltd., Belfast, the *Rhodesia Castle* is a twin-screw turbine steamer. As well as accommodation for 530 passengers, the vessel has two cargo-holds forward and three aft.

CAPTAIN RAYNER, MASTER OF THE "RHODESIA CASTLE," SPEAKING AT A LUNCHEON ON BOARD PRIOR TO THE MAIDEN VOYAGE: At the captain's side (centre) is Mr. F. H. Keenlyside, manager of the Union Castle Line, who also spoke on this occasion.

THE GRACEFUL BOWS OF A NEW OCEAN GIANT: The *Rhodesia Castle*, seen lying at her berth in King George V Dock, London, was launched in April of this year. Her passengers are accommodated in one-, two-, three- and four-berth cabins, some of which have attached to them private bathrooms and showers.

THE QUEEN MARY of the TANKER FLEETS

THE 31,000-TON "WORLD UNITY" IS LAUNCHED AT BARROW-IN-FURNESS

The tendency in the post-war years has been to build ever bigger tankers, until now the stage is reached when 31,000-tonners like the *World Unity* and 23,000-ton tankers like the *Rondefjell* are considered essential for the economical transport of the world's oil. In Britain up to 1939 the usual-size vessels owned by the large oil companies were known as the "Three Twelves," which would carry 12,000 tons at 12 knots on a consumption of 12 tons of oil per day. Most of Britain's war-built tankers were of this type. The standard "T" class tankers, of which America built over 500, were larger and faster, being of 16,900 tons deadweight and 15 knots speed. In 1946 a number of Norwegian owners ordered tankers ranging in size from 20,000 to 24,000 tons, and the American oil tanker *Phœnix*, of the National Bulk Carriers Inc. of New York, was built towards the end of the war with a deadweight of 23,600 tons. Her capacity of 217,000 barrels made her the largest tanker ever built. The *Phœnix*, like the even bigger *World Unity*, is of all-welded construction. The 31,000-ton *World Unity* is being built for the North American Shipping and Trading Company of London. There will be five others of this size, or possibly even larger, and in addition there are four tankers of 20,000 tons deadweight under construction at Vickers-Armstrong's naval yards at Newcastle-on-Tyne. The *World Unity* is a massive ship built upon the most graceful lines. She is the first ship built at Barrow under the dual classification of Lloyds Register and the American Bureau of Shipping.

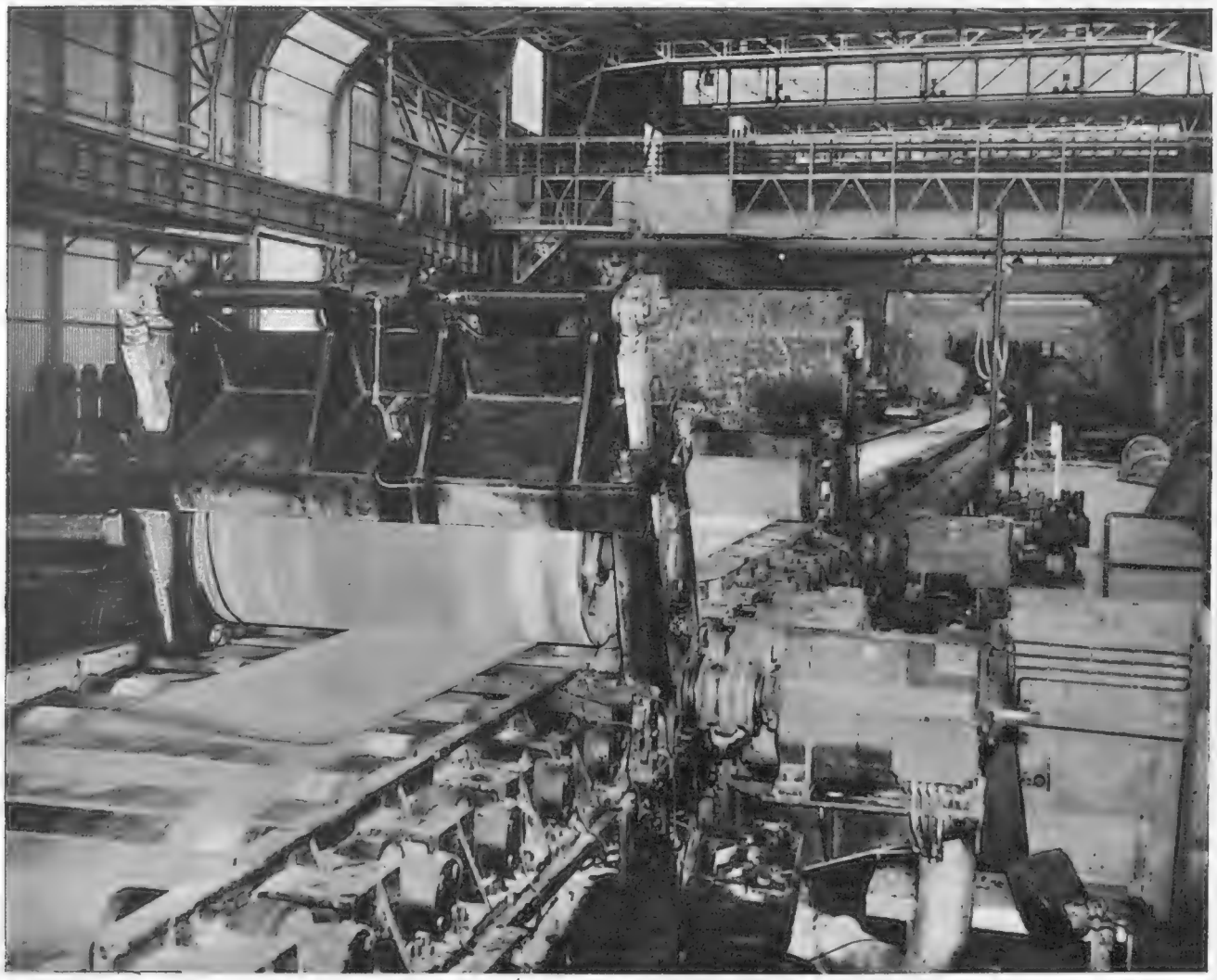
CLAIMED TO BE THE LARGEST TANKER EVER BUILT IN A BRITISH SHIPYARD: The *World Unity*, of 31,000 tons deadweight, seen on the slipway at Vickers-Armstrong's shipyard at Barrow before being launched by Mrs. Platt, wife of Mr. J. W. Platt, managing director of the Shell Company.

ON THE LAUNCHING DAIS AS THE "WORLD UNITY" LEFT THE STOCKS AT BARROW: Mrs. Platt, who performed the launching, is seen standing just to the right of the microphone. The vessel is being constructed for the North American Shipping and Trading Company, the principal of which is Mr. Stavros S. Niarchos.

THE "ILIADE" STARTS HER MARITIME ODYSSEY: The new motor tanker *Iliade*, built by Harland and Wolff, seen after the launching at Govan. The tanker is for the French Societe Navale Delmas-Vieljeux and the associated Societe Anonyme Courtage et Transports, of Paris. The *Iliade* is 540 ft. long, has an 18,700-tons deadweight capacity, and will be propelled by a six-cylinder two-cycle Harland B. and W. engine. The ship was launched by Madame John Galani, the wife of the general manager and Marine Superintendent of the Societe Anonyme Courtage et Transports.

HALF A TANKER GOES SEAWARD: This is the fore half of the 23,000-ton Norwegian oil tanker *Rondefjell* after the launching at the yard of John Crown and Sons, Ltd., Sunderland. The vessel is so big that she had to be constructed in two parts. The aft end was launched in April. Both sections are to be joined together this month at the dry-dock of the Middle Docks and Engineering Co., South Shields.

THE GREAT NEW TRANSPORTER WHICH UNLOADS IRON ORE AT THE WHARF AT MARGAM, SOUTH WALES: This transporter is nearly 90 ft. high, with an overall span of 360 ft., and its total weight is nearly 750 tons. The erection of buildings and equipment has been going on steadily at Margam since 1948, and last July Mr. Gaitskell, the Chancellor of the Exchequer, went down there to inaugurate officially the giant continuous rolling mills of the Steel Company of Wales. The Steel Company of Wales is spending £6,000,000 on the project, one of the most ambitious in the history of the steel industry.



IN THE NEW ABBEY WORKS AT MARGAM: Here a steel plate which has been rolled on the mill in the extreme background is passing on its way to the plate-finishing bay. The two big rollers shown in the foreground are the coilers which are used only when steel strip is being rolled. When plates are rolled, as in this case, the plates pass straight over the coilers.

MARGAM'S MIGHTY MILLS

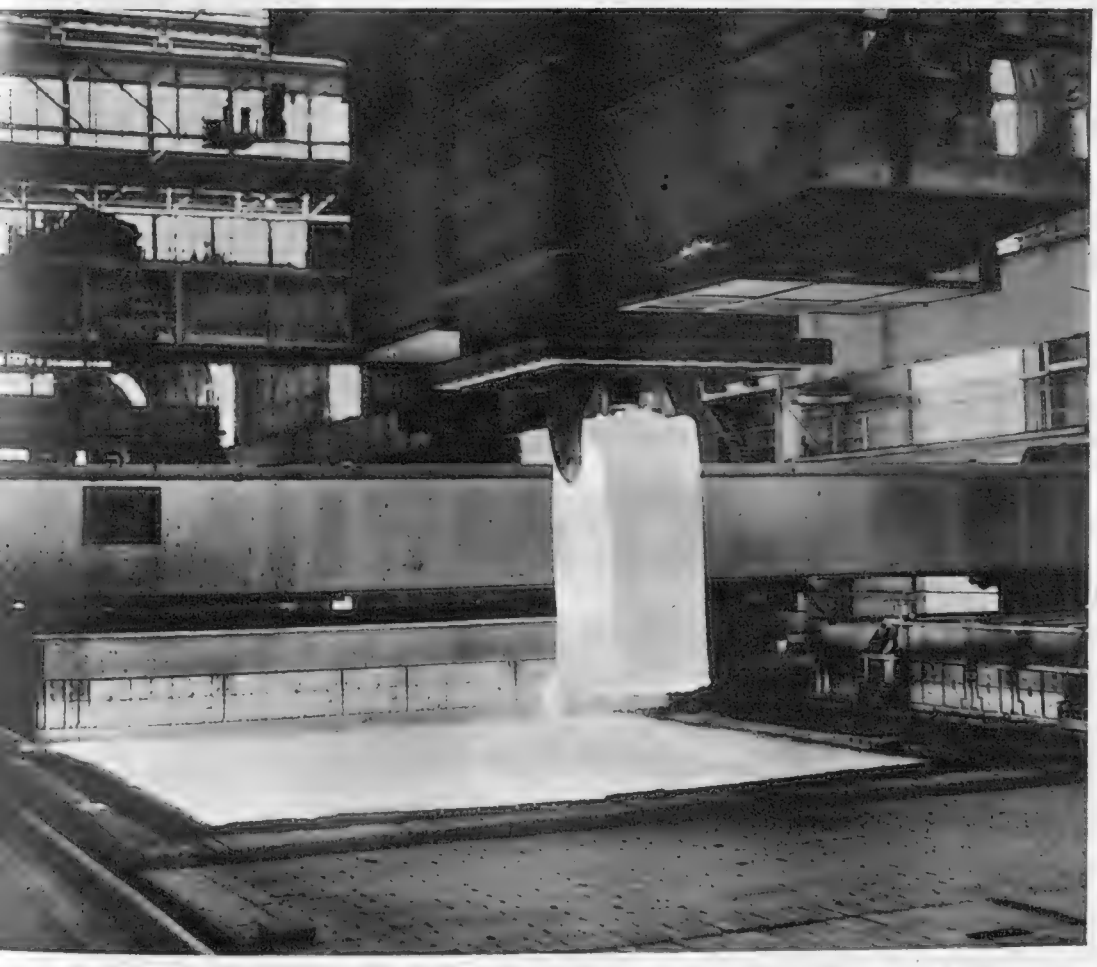
PART OF A GREAT EXPANSION PROJECT IN THE WELSH STEEL INDUSTRY

The British steel industry is planning far ahead, and the Steel Company of Wales is in the van of this enterprise. The Steel Company of Wales unites the interests of four of the most important companies in a project that is not surpassed even by the vast American plants in Ohio and Pennsylvania, centred at such places as Youngstown and Pittsburg. The four participants in this latest venture are Guest, Keen and Baldwins, of Cardiff; Richard Thomas, of Ebbw Vale; the Llanelly Associated Tinplate Companies, and the firm of John Lysaght, who have each contributed something to the pool. First and foremost, they have embarked in the past four years upon the development of the Port Talbot and Margam works, building a new continuous hot-strip mill of the latest type and a modern cold-reduction mill at Trostre, near Llanelly.

The Margam part of the plan has consisted in enlarging and modernising the existing Margam Steelworks by reconstructing the coke ovens, blast-furnaces and coal- and ore-handling plant in order to raise the pig-iron production of the works to 19,000 tons per week. Adjacent to these works has been built the new Abbey Works, which will, at capacity, produce 20,000 tons per week of steel strips and plate. Of the maximum output of the Abbey Works, 7,000 tons per week of steel strip in coil form will be sent by rail to the new works at Trostre, there to be manufactured into tinplate. The necessity for this new tinplate plant arises from the fact that at the present time the tinplate output of South Wales (with the exception of the Ebbw Vale plant) is produced by the old-fashioned hand-mill method. The modern method of cold rolling from hot rolled coil is superior not only in speed of production and operational economy, but also in uniformity and ductility of the product.

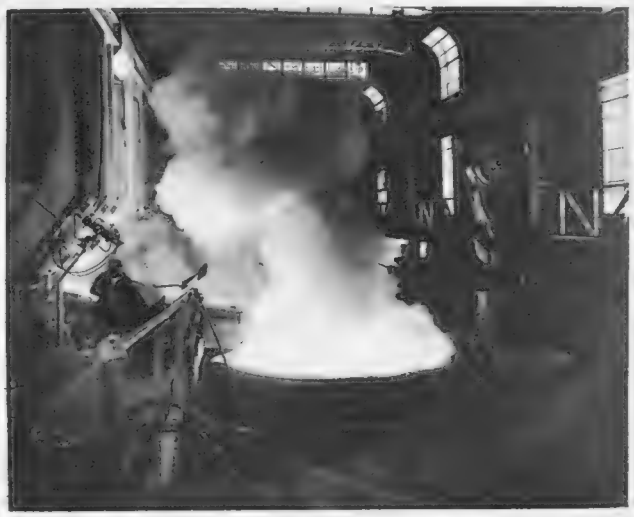
The construction of the new Abbey Works at Margam has involved a vast reclamation project upon 550 acres of former marshland and sand-dunes. To house the new workers at Margam more sand has had to be moved. In place of the rolling dunes and almost deserted beach, there has grown up a new town of pleasing houses, curving roadways, a social and shopping centre, clinics, "pubs," cinemas and churches.

HE STOVES AT NO. 2 BLAST FURNACE, MARGAM : These stoves pre-heat the air which is used in the operation of the furnaces. The site at Margam covers an area of 550 acres of sandhills. Some 25,000 piles have been driven into the soil on the reclaimed land, thus ensuring stability for heavy machinery.

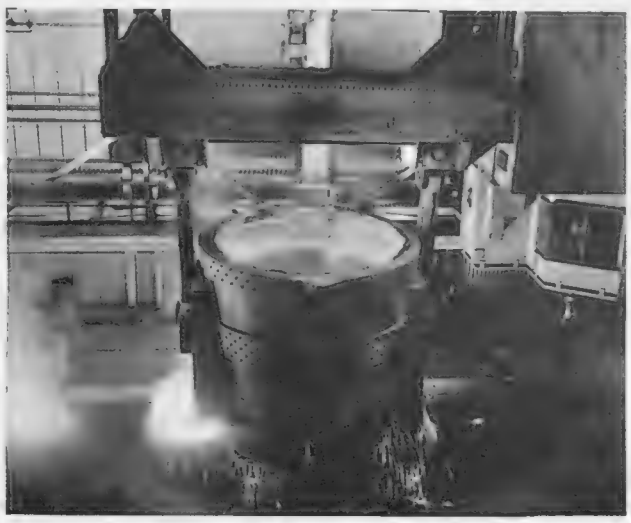


A STEEL INGOT BEING REMOVED FROM A SOAKING PIT IN WHICH IT HAD BEEN HEATED TO A TEMPERATURE AT WHICH IT COULD BE ROLLED IN THE SLABBING MILL : A giant travelling crane, with two prongs or fangs, lifts the ingot and transports it to the scene of the next operation in the Margam works.

MOLTEN IRON FROM THE BLAST FURNACE AT MARGAM ABBEY WORKS IS RUN INTO LADLES : From this point the iron is conveyed in steel tubs to one or other of the melting shops.



TAPPING AN OPEN-HEARTH FURNACE : Two hundred tons of molten steel are flowing into the ladle waiting below. The men who work at the side of the furnace have to wear special protective clothing in this tremendous heat.



IN THE MELTING SHOPS : A ladle of steel is run off into the moulds. The two moulds on the left have just been filled. Those standing by when the pouring is in progress wear protective goggles as there is a continuous strain on the eyesight in this particular part of the Margam works.

IN THE SLABBING MILL : Here a great steel ingot is being reduced to a slab. The steel slabs are then reduced to a coil varying in thickness from a quarter of an inch down to ·049 of an inch. The steel strip leaves the last finishing stand at a speed of approximately 20 m.p.h.

HOME NEWS IN PICTURES

A Cubbing Meet in a Cornish Village; New "Terriers"; A London Wedding; An Exhibition of Illuminated Lettering; A Reprieve for the "Passat"; Three New Locomotives and a New Ship

THE FIRST MEET OF THE SEASON IN A CORNISH VILLAGE—VILLAGERS GATHER TO WATCH THE CUBBING MEET OF THE WESTERN FOXHOUNDS: The meet, under the Master, Captain B. W. B. Sparrow, coincided with the village feast and therefore attracted considerable attention. In former days the village feast was celebrated with a fair on the village green. Paul, now often called St. Paul, is situated close to Mousehole, at the western extremity of Mount's Bay. Its church, which stands on a hill overlooking the bay, has one of the country's loftiest towers. A monument in the churchyard erected in 1860 by Prince Louis Lucien Bonaparte, nephew of Napoleon, in union with the vicar, commemorates Dorothy Pentreath, who is "said to have been the last person who conversed in the ancient Cornish, the peculiar language of this county from the earliest records till it expired in the eighteenth century in this parish of St. Paul."

NEW RECRUITS FOR THE TERRITORIAL ARMY—MR. BILLY WALLACE BECOMES A TROOPER IN THE INNS OF COURT REGIMENT, LINCOLN'S INN: Mr. Wallace, second from left, in company with other recruits, listening to a lecture at his Territorial headquarters in Wandsworth, South-East London. Mr. Wallace, the twenty-five-year-old son of Mrs. Herbert Agar, wife of the American author, was in the Army during the war and demobilised in 1946.

COMMEMORATING THE ESCAPE OF CHARLES II AFTER THE BATTLE OF WORCESTER—TERCENTENARY CELEBRATIONS AT SHOREHAM-ON-SEA, SUSSEX: The Duke of Richmond and Gordon, a descendant of King Charles, planting a sapling oak in the churchyard after a thanksgiving service in St. Mary's Church. The church stands near the spot where the King ended his flight from the Cromwellians by embarking for France 300 years ago on October 14. The service was conducted by the Rev. F. S. W. Simpson.

BRISTOL'S ORIGINAL CROSS BECOMES THE PROPERTY OF THE NATION: The cross forms part of the Stourhead Estate bequeathed to the nation by the late Sir Henry Hoare. It became the property of Sir Henry's ancestors in 1763 when Dean Barton gave it to Henry Hoare. Before that it stood on College Green but was removed to the Cathedral Cloister because it "obstructed the use of the promenade." It was first erected in the centre of Bristol in 1373.

BY CAR TO SOUTH AFRICA: Robin Halse, a twenty-two-year-old South African farmer, seated on the car, is the leader of the party of four who are seen making their farewells to young friends before starting their journey to South Africa. When his University course ended, Robin decided to return home by land, and of fifty applications he received from people who wanted to accompany him, he chose Elizabeth Brook-Merdecai (seated on his right), Mary Wittamore (on his left), and Martin Stuttaford, another graduate.

THE THIRD SON OF LORD BRUNTISFIELD MARRIES AT ST. PETER'S, EATON SQUARE: The Hon. Robin Hugh Warrender, third son of Lord Bruntisfield and Dorothy, Lady Bruntisfield, and Miss Gillian Elizabeth Rossiter, only daughter of Mr. Leonard Rossiter and Mrs. Elisa Rossiter, seen with their attendants after the wedding. The ceremony was performed by Prebendary P. T. R. Kirk, assisted by the Rev. F. H. Anderson. The bride, who was given away by her father, wore a gown of shell-pink satin and white tulle, with a tulle veil, and she carried a bouquet of white roses, lilies-of-the-valley, and tuberoses. Her six bridesmaids wore blue velvet dresses, and her two pages, Matthew and Timothy Devlin, were dressed in blue velvet trousers and white shirts. The Hon. Anthony Berry was best man.

THE BRITANNIA-CLASS LOCOMOTIVE "WILLIAM SHAKESPEARE": It was on show at the South Bank Exhibition and is seen here at the head of the *Golden Arrow* on October 11 before the locomotive's first run to Dover. This is the first of twelve designed and built at Derby by British Railways, and incorporates all the best features of locomotives owned by the various companies before nationalisation.

THE SOCIETY OF SCRIBES AND ILLUMINATORS HOLDS AN EXHIBITION IN LONDON: This splendid example of illuminated lettering, "the *Song of Songs* which is Solomon's," was printed by G. H. St. John Hornby at the Ashdene Press in 1903. It is one of many beautiful specimens of a little-known art now on view at the Society's Exhibition at the Crafts Centre of Great Britain, Hay Hill, London, W.1.

A 91-TON FESTIVAL OF BRITAIN EXHIBIT EN ROUTE FOR INDIA: This locomotive, which was built by the North British Locomotive Company for the Indian Government, recently left the South Bank, where it had been on show throughout the Exhibition, on a special trailer. In this picture it is seen being lifted from the trailer to the ship *Durenda* by the Port of London Authority's floating crane.

THE LAUNCH OF THE M.V. "OSWESTRY GRANGE": The 9,340-gross-ton cargo-liner leaving the Hebburn-on-Tyne shipbuilding yard of R. and W Hawthorn, Leslie and Co. after her launching by Mrs. W. C. Warwick, wife of the chairman of the Houlder Line, the owners. *Oswestry Grange* is being built as a closed shelter deck type with 'tween deck, arranged for conversion to open shelter if required. She is powered by a Hawthorn-Doxford four-cylinder engine. The ship is intended for service on the United Kingdom-River Plate run.

***Above*—NO. 10202 GOES INTO SERVICE:** The new 135-ton Diesel locomotive leaving Waterloo Station on her first regular journey for the Southern Region of British Railways. The 10202, which is of a similar design to No. 10201 (the locomotive which formed part of the South Bank Exhibition), is powered by a 16-cylinder Diesel engine (developing 1,750 b.h.p.) which drives an electric generator to supply power to the six axle-mounted motors. There is a driver's cab at each end, and the central part of the body houses the Diesel generator, auxiliary machinery, control apparatus and fuel tanks. Both locomotives were built at the Southern Region's works at Ashford, Kent.

***On right*—THE "PASSAT" IS SAVED:** The four-masted barque and her companion, the *Pamir*, have now been saved from the breaker's yards at Antwerp and taken over by the German Merchant Navy for use as training vessels. In this picture the *Passat* is seen at her moorings at Avonmouth shortly after her run of 143 days from Australia in 1948. When the ship was opened for inspection some 8,000 people saw her during the first week-end. Both ships are now back at Hamburg, where they were built for the Flying "P" line of the House of Laesiz. The "P" ships were cargo-carriers, designed to be sailed outwards from North Europe down through the trade winds and round the Horn to Chile.

FIELDS and FORMBY

GRACIE AND GEORGE ADD TO THE GAIETY OF THE LONDON SCENE IN TWO NEW SHOWS; A BRIGHT COMEDY AT THE CRITERION

AN ELEGANT SILK WRAP DOES DUTY FOR THE MILL GIRL'S SHAWL: Miss Gracie Fields seated at the microphone during her magnificent solo performance at the London Palladium. The chief items in her present programme are one of Cole Porter's numbers from *Kiss Me, Kate*, and a delightful piece of nonsense about riding with the Rochdale Hunt, containing the lines, "There are still lots of doocks round that way." Now on the same bill at the Palladium are John and Rene Arnaut.

"ZIP GOES A MILLION," AT THE PALACE: George Formby, in cowboy outfit, considers the attractions of Lilac Delany (Barbara Perry), leading lady in the show which Buddy Delany (Warde Donovan) is attempting to sell him. *Zip Goes a Million* came to the Palace Theatre last Saturday.

TAPE-MACHINE BLUES: Exasperated by his failure to get rid of a million dollars, Percy Piggott (George Formby) throws money all around as he collapses among the money-bags on hearing of further financial success from Mottie Whittle (John Marquand) at the tape machine. Standing behind are Buddy Delany (Warde Donovan) and Sally Whittle (Sara Gregory), Percy's girl friend whom he cannot marry until he has spent the million. Together they provide some hilarious moments in Emile Littler's new musical extravagance, *Zip Goes a Million*.

AN AUTUMN FROLIC AT THE CRITERION THEATRE: Here are two scenes from Kenneth Horne's comedy, *And This Was Odd*, which had a good reception when presented recently at the home of comedy in Piccadilly Circus. The play centres round the ability of the old lady of the household to render herself invisible to the rest of the family by taking a special brand of sleeping draught. Thus, joyously concealed, she goes about the house learning things about her daughters, her son-in-law and all her relatives, and using the information so obtained to everyone's ultimate advantage. *Left*—Mopsie (Mary Jerrold) returns to her elder daughter (Joan Harben) the pendant which the latter had been concealing because she had defrauded the insurance company regarding its loss. Frank Kemp (Raymond Huntley) and Julia Kemp (Avice Landone) look on in some astonishment realising for the first time the full extent of Mopsie's prowlings while under the influence of her sleeping draught. *Right*—Mopsie, at this stage invisible to her relatives and friends, listens to a revealing *tête-à-tête* over the jumble sale between Lady Wilson (Mignon O'Doherty) and her younger daughter, Julia (Avice Landone).

BRIGADIER GEORGE TAYLOR, COMMANDER OF THE BRITISH 28th BRIGADE, MAKES AN URGENT CALL FROM HIS FORWARD OBSERVATION POST FOR MORE SMOKE-BOMBS TO SCREEN THE ADVANCE OF HIS MEN : Brigadier Taylor's unit is part of the First Commonwealth Division which recently distinguished itself in a major action, the brunt of the fighting being borne by the 1st King's Own Scottish Borderers and the 1st King's Shropshire Light Infantry. They were attacking along a 40-mile front north of the Imjin River.

AS THE BRITISH COMMANDERS WATCH THE PROGRESS OF THE BATTLE A LIAISON OFFICER OF THE UNITED STATES AIR FORCE, WHO IS SEEN CROUCHING ON THE LEFT, SUMMONS AIR SUPPORT BY RADIO : Looking through binoculars is Major-General Cassells, Commander of the First Commonwealth Division, and among those with him is Brigadier George Taylor, Commander of the 28th Brigade. This action, which was part of the autumn offensive launched by the United Nations forces in Korea, resulted in the capture from the Chinese of a peak of vital importance.

AMERICAN TROOPS USING THE RECOIL-LESS RIFLE : The 75-mm. gun is being fired from the forward slope of a hill somewhere on the Korean front. Behind a tree an observer watches to determine the results of the firing. On the left is a field telephonist, who signals results to headquarters.

THEY HANG OUT THEIR WASHING ON A NORTH KOREAN LINE : Drenched clothes put out to dry round the gunpit of a detachment of the 82nd Anti-Aircraft gunners. In the background is the spotter on the look-out for enemy planes.

THE AUTUMN OFFENSIVE IN KOREA

The Battle Proceeds While the Liaison Officers Still Parley at Panmunjom

Allied forces gained about a mile in some places on one day last week as the autumn offensive was pressed home along the whole front in North Korea, and the American 24th Division and the South Korean 2nd Division actually advanced to within three miles of the big Communist base of Kumsong, about 30 miles north of the 38th Parallel on the central front. For the most part, however, it seemed to be fighting of a stalemate character, rather like the engagements round Cassino in the days before Lord Alexander turned the German line and advanced on Rome. The work of the First British Commonwealth Division in the autumn offensive has won high praise, and since General Van Fleet started this new campaign they have had a vital part to play.

While fighting has been going on, progress in the cease-fire talks has been barely perceptible, but at the time of writing, the liaison officers had agreed to meet at Panmunjom to sign the rules under which the full-dress cease-fire talks could be resumed.

On right—

BRITISH MORTAR CREWS ON THE WESTERN FRONT IN KOREA : Men of the Commonwealth Division taking part in the autumn offensive. Mortar fire on both sides has been heavy recently. The mortar crews seldom remain long in one place, for counter-mortar fire soon results from their activities.

A REFUGEE SHACK ON THE OUTSKIRTS OF PUSAN : At the start of the Korean war the south-eastern seaport city had a population of 300,000 now the population is 1,300,000, being swollen to these prodigious numbers by the great flood of refugees which came south when the Communists made their last drive across the 38th Parallel. Many of these refugees in and around Pusan are living in conditions of indescribable squalor.

PUSAN

THE FORGOTTEN CITY

The Southern Seaport where Syngman Rhee and His Government Exist in the Midst of a Million Refugees

Pusan is now out of the news. The tide of war has ebbed far to the north. Only the prisoner-of-war pens, a few troops, the big American transport planes, and naval ships around the harbour recall the time when this bedraggled port was the hub of a desperate defence just a year ago. All that remains permanently are the refugees, adding over 1,000,000 to the town's 300,000 population, and the Government of President Syngman Rhee.

They, too, are refugees; they, too, are almost forgotten. Since their second flight from Seoul, when the Chinese Communists crossed the Yalu River, the President's Administration and the National Assembly have been relegated to obscurity in this corner of south-east Korea. The Pusan politicians have lost no opportunity, however, to make their viewpoint clear. They do not want a compromise peace. It is—"the Yalu or nothing."

THESE CHILDREN ARE IN BUSINESS WITH BLACK MARKET CIGARETTES AND SWEETS : Along most of the streets of Pusan sights such as this are now a commonplace. Most of the goods sold are either stolen or smuggled.

The U.N., on the other hand—and this means principally the U.S.A.—is against another drive into the far north. Strategists recognise that the Chinese and North Koreans, although hurt, would still fight bitterly, and with the advantage of contracted supply lines. The Yalu would be hard to hold, whereas the present fortified line north of the Parallel is described as "impregnable." Therefore, U.N. quarters have not taken kindly to South Korean demands for more war. President Syngman Rhee has been "asked" by his American advisers to quieten down. Rhee has acquiesced, but more will be heard from him yet.

Meanwhile, he has his hands full dealing with trouble on the political front. Criticism of his administration has mounted in the past two years. In May 1950 his supporters were sharply defeated in the South Korea elections. His middle-of-the-road opponents consolidated their positions, and one of their leaders, Dr. Kim Sung Soo, is Vice-President.

Sentiment, rather than ideology, is behind this struggle. President Rhee and his Austrian wife represent the "exiles," men who left Korea rather than live under Japanese rule. Most of them went to the U.S.A.; some spent as many as forty years abroad. They speak mostly English and many need an interpreter when talking to Koreans. Their political background is American and, if anything, can be classified as "far Right."

The other two principal political groups also have patriotic appeal, based on their opposition to the Japanese. One was formerly the Korean Government-in-exile, formed under the patronage of General Chiang Kai-shek at Chunking. This party seemed all set for power after the war, but its leader, Kim Koo, was assassinated by a demented Korean Army officer. Kim Kiyn Sik, his scholarly second-in-command, lacked the qualities necessary for Korea's turbulent political merry-go-round and the party's fortunes quickly declined.

The Communists were banned after an abortive putsch two years ago, so a coalition of middle-of-the-road politicians took over the lead. Its members are "domestic resisters," patriotic Koreans who fought the Japanese passively by pamphlet and subterfuge and did not take refuge overseas. They refer contemptuously to Syngman Rhee's "refugee rule." These men have gained considerably from the Rhee Government's blunders. Corruption and incompetence have proved unavoidable in the difficult formatory stages of Korean independence; the country lacks experienced administrators—governing was strictly a Japanese preserve. A merciless Press now takes delight in retailing mistakes and omissions, bringing the present regime into disrepute.

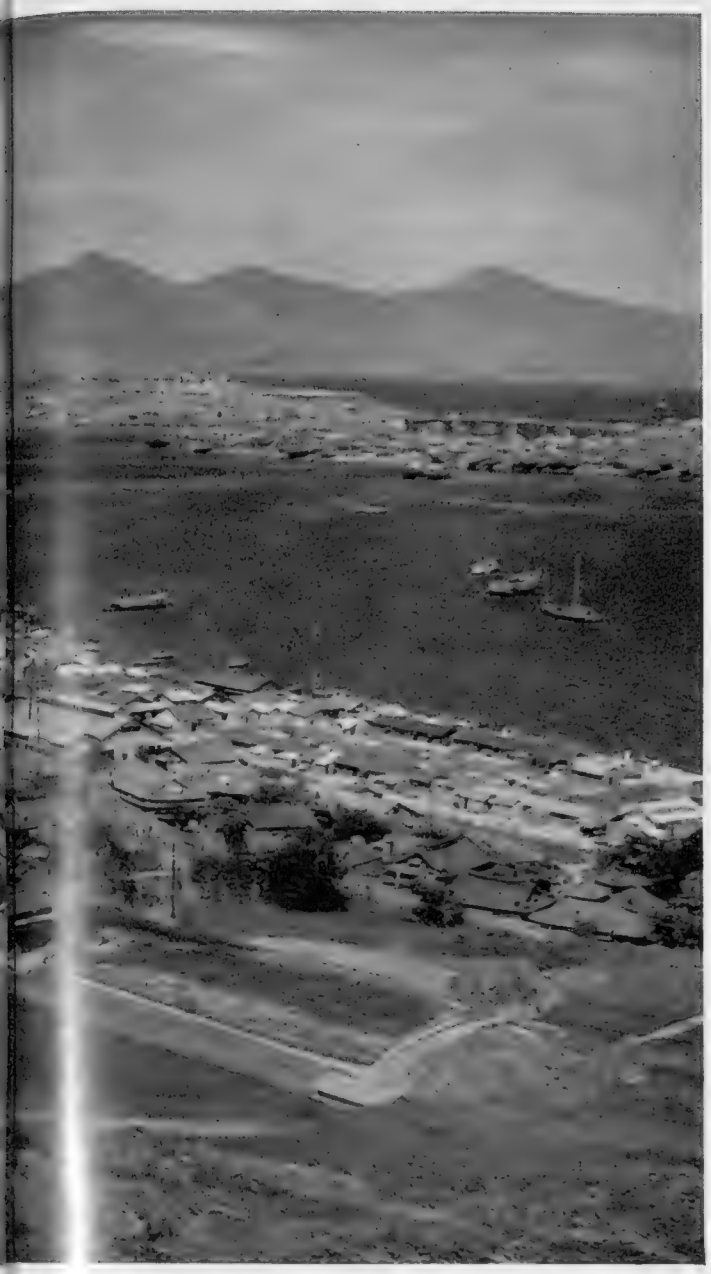
None the less, Dr. Rhee is still firmly in the saddle. The President, often described inaccurately as a dictator, is a strong man. No one else could have scraped up man-power for the Republic's sorely-punished army. Some say he was too ow in launching land reforms, but a form of redist ution is now being carried out by which the peasa s may buy their land on the instalment plan.

However, even this has proved unpopular, for the future landowners have to get together a 30 p r cent. tax to pay off their debt.

The Government's gravest problems are economic. The country is ruined. Nearly every factory, bridge and public utility outside the Pusan

THE PORT OF PUSAN, WHERE THE FIRST AMERICAN TROOPS WERE LANDED IN 1950 AFTER GENERAL MACARTHUR DECIDED TO SEND FORCES TO THE KOREAN FRONT : Since then a constant stream of men and supplies has come in through Pusan, and of these supplies quite a proportion seems to have been diverted to the Pusan black market. The rent of a single room in Pusan is about £3, whereas the average monthly wage is about £6. Meat and eggs are beyond all but the very wealthy. The more fortunate menfolk—skilled artisans—get jobs with the United Nations forces.

THE KOREANS ARE A HAPPY-GO-LUCKY PEOPLE, WITH AN INBORN LOVE OF THE SEA : Crowds disporting on the beach near Pusan, where they gathered in large numbers during the summer. It would be difficult to believe from this scene that Korea was rent by war.



A SHOP-WINDOW IN PUSAN : A young Korean examining pickled snakes and frogs in a chemist's shop. They are used for medicinal purposes by the local practitioners.

A KOREAN MOTOR-CRAFT PUTS INTO PUSAN HARBOUR : These sorts of boats are used in smuggling operations with the islands of Japan, but the authorities in Pusan are far too busy to investigate the boats which arrive in the harbour area and nothing is being done to stop illicit trading.

SELLING VEGETABLES IN THE STREETS OF THE CITY : These refugee women trek out of Pusan each day to get their supplies and then return to sell them in the street market. It is their best way of making a livelihood in a world which has turned upside-down.

perimeter is destroyed or damaged. Inflation has gobbled up the Government's income, and departments eke out an existence on issues of worthless paper notes. There are no funds for rebuilding schools, roads, railways, hospitals and countless devastated homes.

Dollars will eventually be forthcoming and most of the rehabilitation contracts will go to Japan. But just how much is not known. Korean optimism is fading in the face of Washington's latest round of fund-slashing.

The rent of a single room is 50,000 *won* a month, about £3. The monthly food bill (rice with a little kimchi, a Korean curry) is around £6. Meat and eggs are beyond all but the wealthy. The cheapest cigarettes cost 3s. for 20. A glass of coffee is about 3s. too. The average monthly wage is around £6 ; most people follow the Government's advice and live on credit.

Those who do not, scrape a living on the black market or from one of the many illicit rackets which spring up in the wake of war.

Smuggling between Japan and Korea meanwhile provides a brisk sideline, all transactions being in U.S. dollars. These are freely bought in certain parts of Pusan, to pay ultimately for the pathetic little displays of cheap wrist-watches and cosmetics in dirty shop windows. As the Koreans say wryly : "We must do something to outlive our liberation."

Russell Spurr

REFUGEES, UNEMPLOYED AND WITH SCANT HOPE OF FINDING WORK, CHAT TOGETHER IN A STREET IN PUSAN : They trekked south earlier in the year with the great flood of homeless people which came down from Seoul. They find that Pusan has nothing to offer them.

STREET LETTER-WRITERS HELP THE PUSAN REFUGEES TO BATTLE WITH THE MOUNTING NUMBER OF OFFICIAL FORMS : Although there is little food and scant accommodation in the city, the refugees are all required to register for rations and housing. Everyone earning a living in Pusan is heavily taxed

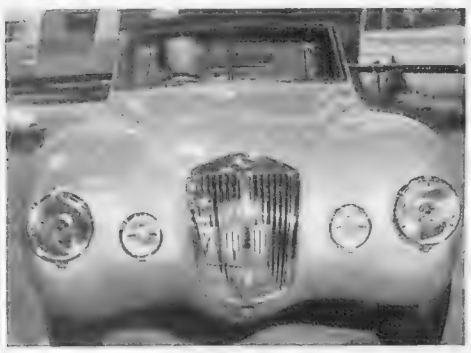
MOTOR SHOW HIGHLIGHTS

SOME NOTABLE EXHIBITS AT EARL'S COURT

In last week's Motor Show Number of THE SPHERE our motoring correspondent declared: "You could almost call it a face-lifting Motor Show, for you do not come across many new models as you tour the 520 stands. Apart from the sensational new Austin Seven, the new Vauxhall, the 3-litre Daimler Regency and a new Alvis-engined Healey, you meet nothing but old friends," he stated.

Despite the few changes and despite the fact that buying a car is still no easy matter, interest in the Show has been only slightly less than last year. In some ways this stabilisation in design is a healthy trend in the motor industry, and certainly healthier than the continual changes which went on in pre-war years, often solely for fashion's sake. The British motorist who resents his inability to purchase a new car can at least find some satisfaction in the accessories gallery and the caravan section at Earl's Court, or if he is water-minded, amongst the display of motor- and sailing-craft; but perhaps he will hardly be prepared to be fobbed-off in that fashion, and will leave Earl's Court his mind pre-occupied by the glittering exhibits he has seen and which are destined inevitably for our markets overseas.

THIS WAS THE FOCAL-POINT OF THE MOTOR SHOW: Crowds gathered round the new Austin Seven which was introduced to the motoring world in a blaze of publicity, being proclaimed on hoardings throughout the country. More detailed pictures of the new car appear on the facing page. This new Austin is to be sold at £325 plus £182 purchase tax.



THE 2-LITRE FRAZER-NASH DROPHEAD COUPE Also on view at this year's Motor Show is the two-seater Frazer-Nash convertible. Both models are on the race-proven Le Mans chassis

THE NEW ITALIAN-MADE FIAT 1,400-CC. CABRIOLET: It is an advanced post-war design, with the 4-cylinder engine mounted far forward. There is also a convertible of the same model.

THE SMOOTHLY STREAMLINED CREAM PORSCHE FROM GERMANY: This is one of the most notable of the overseas exhibits. The Porsche is a rear-engined sports car with a 4-cylinder opposed overhead-valve power unit of 1,286 cc. The Porsche does about 35 miles to the gallon.

THE OPENING DAY OF THE 1951 MOTOR SHOW: A general view of the scene at Earl's Court showing in the foreground and middle distance the Morris and Ford stands. The Show was opened by Mr. Strauss, the Minister of Supply, and the total paid attendance on the first day was 15,475. The overseas buyers numbered exactly 600, making a grand total of 16,075, which was somewhat less than last year's total attendance on the first day.

REBIRTH OF THE AUSTIN 7

A CENTRE OF ATTRACTION AT THE MOTOR SHOW AT EARLS COURT

Secrets of Construction Revealed by the X-Ray Minx

THE NEW AUSTIN SEVEN BESIDE THE ORIGINAL VERSION BROUGHT OUT DURING THE '20's : By use of integral construction, considerable weight-saving has been effected in the new car. The front wings are detachable so that body repair costs are minimised.

THE NEW AUSTIN SEVEN BESIDE THE SHEERLINE, AUSTIN'S "BIG" CAR : The new car, although designated the Austin Seven, has a cylinder capacity of 800 cc. and a rating of 8·3 h.p. It has been the centre of attraction at the annual Motor Show which opened last week at Earls Court. The new Austin is the smallest-engined car in quantity production. Only the 919 cc. Morris Minor and the 933 cc. Ford Anglia are in anything like the same class. The new Seven comes in answer to a world-wide demand for cheaper motoring. In Britain, petrol costs have gone up over 80 per cent. since 1945, tyres over 100 per cent. Similar conditions prevail throughout the world, with the result that cheap foreign cars have been presenting increased competition for better quality but more expensive British models. The economic conditions of the moment are in many ways similar to those of the '20's, which prompted the late Lord Austin, in the face of much scepticism, to design the first Seven. The plans were drawn on his billiard-table at Lickey Grange, and there were many ill-concealed smiles as he drove off from the Austin factory on the first test run. These smiles turned to expressions of admiration as the car proved its worth. The basic design of the original car remained unchanged until production ended in 1937, when over 300,000 had been sold. The new model bears no mechanical resemblance to the original.

A CAPACIOUS LUGGAGE-BOOT : A suitcase being fitted into the rear compartment of the new Austin Seven. The car has the shape and character of the bigger cars included in the Austin range.

THERE IS ROOM FOR FOUR MEN AND THEIR LUGGAGE : Because the radiator and engine have been placed well forward in the chassis of the new Austin Seven there is now excellent leg-room for driver and passengers. The body width of the new model is extended to the outer edge line which would normally be occupied by the running-boards.

MR. GEOFFREY ROOTES STANDING BESIDE THE X-RAY CAR : On approaching the car on its stand at Earls Court it appears to be a new and shining Hillman Minx of normal design. Five seconds later the visitor will see the exhibit change dramatically, revealing the car's internal structure in skeleton form. Seconds later another time-switch operates, and the car becomes solid again. Mr. Geoffrey Rootes has been responsible for this skilful method of advertising the Hillman Minx.

WATCHING THE X-RAY MINX : Mechanics standing round the remarkable exhibit which has attracted such interest at the 1951 Motor Show. Apart from this unique method of advertising adopted by the Rootes Group, the Hillman Minx is of special interest this year in view of certain improvements which have been made. Exterior design changes consist chiefly of new horizontal chromium-plated mouldings along each side of the body presenting an even more sleek and modern car. The interior of the car has now considerably more head-room in the front compartment, making for greater comfort; and there is also a notable new design of steering wheel.

The World of Books—By VERNON FANE

RABBIT TO MISS JACKSON'S SNAKE

A Writer Who Can Be Disconcerting, but Whose Books are Not to be Missed

THERE is no other writer that I can think of who is quite like Miss Shirley Jackson. Her work has something of Hawthorne in it perhaps, but a great deal more of Jackson, and it is genuinely impressive without, at least in my opinion, being likeable in any particular. I hope I shall never miss a book that she writes, but I can't say that I enjoy every word that she writes. On the contrary, I have the disconcerting feeling of being rabbit to her snake, and I expect that there are other readers who feel like that. *But*, and it 's a very big but, her writing is good. In fact, it 's very good indeed.

HANGSAMAM (Gollancz. 10s. 6d.) is a novel, where previously her work was in short-story form, and it is the story of a girl of seventeen who goes to college for the first time from her outwardly normal but inwardly unhappy home, in which her mother hates her father, and her father, a disappointed writer, despises her mother. The girl lives in her own world, protectively withdrawn and spinning her own fantasies. In college, after a wonderfully described initiation scene, she finds at first loneliness and then, at the end, melodrama. It is an extraordinary book and an uncomfortable one, but above all, it is worth reading.

SAY NO TO DEATH (Heinemann. 12s. 6d.) is a story of heroism, quiet, dogged, unspectacular heroism on the part of a young man and a girl. He is a soldier returning to Sydney after the war; she, a pretty young woman in love with him, but realising that his affection for her is more casual. It is not until after that light feeling of his changes to a deep and very real love that their enemy strikes, and that mutual enemy, which they fight till the last page and the last gasp, is illness. Miss Dymphna Cusack has a compelling style, an easiness and a swiftness that draws the reader on from page to page.

Miss Monica Stirling comes from a distinguished theatrical background herself, and has chosen a fictitious theatrical autobiography for the subject of her new book. DRESS REHEARSAL (Gollancz. 10s. 6d.), which calls for a sequel as surely as bacon calls for eggs, and with a great deal better chance of getting it, is a light-hearted affair which is chiefly concerned with the girlhood of a young woman destined, at least in her own mind, to make a brilliant mark in the world. She has been brought up internationally rather than homelily by her actor-parents whom she loves, and whose insistence on her education frequently means a running race, Baedeker in hand, round any cathedral town at which they might have to change trains while on tour. The book is often hilarious, not least in its description of her English boarding-school, and more successful in its humour than its pathos, at which Miss Stirling has a less light hand. On the whole it adds up, most appropriately, to being a real entertainment.

Mr. Stephen Becker is a young writer whose first novel, THE SEASON OF THE STRANGER (Hamish Hamilton. 10s. 6d.), is a remarkable feat of skill and of apparent maturity in its construction, its atmosphere of tension and the authority of its language. As a writer, he may get better still, or he may not equal this again. What is certain is that this story is memorable. It is about an American teacher in a Chinese university, who is in love with one of his pupils, the daughter of one of the city's least ethical bosses. The time is the Chinese revolution and the man finds himself in danger, as a foreigner, not only from the approaching Communist armies but from the representatives and followers of the Nationalist Government too. As you may imagine, there is excitement in all this, but there is also a certain poetry in the relations of the intelligent, loving Chinese girl with her companion, and with the Chinese servant who seems stoically to resist all changes.

DESPERATE MOMENT (Chatto and Windus. 11s. 6d.) is another story, in a different manner, of war and its injustices. Miss Martha Albrand writes of the Western Zone of Germany after the war, and of a man imprisoned for a murder he did not commit. The woman he wants to marry finds him and fires him with her plan to track down the real culprit, so that he breaks out of prison and starts on his chase, himself hunted by the German police backed up by the Occupation forces. On the run, he crosses the country to Berlin, and in that now fantastic city, the story builds to its climax. This is the kind of thing Miss Albrand does very well, and suspense increases from page to page.

The Tsar Alexander I of Russia has remained an enigmatic figure, in spite of what one knows of him through Napoleon's diplomacy and Napoleon's campaigns. He was, of course, of German extraction partly, and through his life had German advisers, but his external influences have always been less interesting than the character of the man himself, whom Napoleon once called "a shifty Byzantine," and who had been brought up in the free-thinking Court of his grandmother, Catherine II. He had a Swiss tutor who taught him the principles of Rousseau's gospel of humanity, and a military governor who taught him the traditions of Russian autocracy, while his own father inspired him with a passion for military parade.

In THE ANGEL (Cassell. 15s.), Mr. William Blake gives a lusty interpretation of Alexander's history, with an appreciation of the conflicting elements of the liberal, the absolute emperor, and the infirm of purpose which always led the Tsar to agree to reforms with enthusiasm without ever, as would be said nowadays, implementing them. Alexander's was a tragic history both for himself and for his country, and Mr. Blake has realised many of the novelist's opportunities in that largely unnecessary debacle.

MAUGHAM BEFORE THE T.V. CAMERA: The author seated in front of his portrait by Graham Sutherland. This picture was taken when Mr. Sutherland and Mr. Maugham appeared on a television programme recently and exchanged views as artist and sitter.

To more trivial matters with Mr. Morgan Lambert's little romance, THE RELENTLESS MARRIAGE (Peter Davies. 10s. 6d.), a first novel which argues that the author, if not well practised, is at least well read. A poor, pretty, young relation living in some Austenish village a little south-west of Canterbury comes to London and attracts the attention of a Brontë-ish peer, marries him, and travels to a castle in the Border Country where, instead of seeing something nasty in the woodshed, there is something odd in the west wing. Mr. Lambert, however, contrives that this should be only an ex-adventurous mother and not a mad wife, and the romance finishes very satisfactorily, rather like a child's letter, with hugs and kisses.

If there be any among you who love Kensington, then let me recommend Mr. George Lancing's KENSINGTON VILLAGE (Robert Hale. 10s. 6d.), which tells its tale as it was about a hundred years ago, when a queer-shaped building was rising in Hyde Park, and there were all kinds of rumours about an Exhibition. One of Mr. Lancing's themes is the profound inequality that existed at that time between wage earners and wage payers.

Two quite extraordinary books are on every reader's list this week; and the first of these is Miss Freya Stark's autobiography between the years 1928 and 1933, BEYOND EUPHRATES (John Murray. 25s.). By one of those ridiculous coincidences in which nobody believes but eye-witnesses, and they with reservations, the morning on which I regretfully finished reading Miss Stark's book was also the morning on which the post brought me my first picture postcard of the Euphrates, but not even that sign from a friend could make that amazing land nearer to me than the writing of this delightful person whose books know greatness.

M. Vladimir Petrov spent seven years in forced labour in the Siberian goldfields between 1935 and 1942. He was very ill when he arrived at the most dreaded of labour camps; he survived, and he is now a lecturer in the United States, at Yale. He is and has been a non-political figure, and writes his tragic story with great objectiveness. IT HAPPENS IN RUSSIA (Eyre and Spottiswoode. 21s.) is sensational because of its subject, but its tempo has not been unduly accelerated, and it is dignified in exposition.

Eight Specialised Books

In **HUSSAR OF THE LINE** (Hurst and Blackett. 15s.) *Francis Hereward Maitland writes on life in the British Cavalry before mechanisation.*

FIFTY YEARS OF ENGLISH LITERATURE, 1900-1951 (Longmans, Green. 15s.) *is R. A. Scott-James's judgment on the output of the half-century.*

The latest addition to the Londoner's Library is Theodora Benson's **LONDON IMMORTALS** (Allan Wingate. 15s.).

A DOCTOR'S ODYSSEY (Faber and Faber. 12s. 6d.), *by George Sava, is the story of an Italian doctor who put integrity before Fascism.*

THE FAITH OF A FIELDSMAN (Museum Press. 15s.) *is a collection of H. J. Massingham's journals.*

In **BRITISH TRAINS PAST AND PRESENT** (Batsford. 16s.), *O. S. Nock concentrates on the different types of rolling-stock during the past 125 years.*

Audrey Williamson's latest book **THEATRE OF TWO DECADES** (Rockliff. 25s.).

SWORDFISH AND STROMBOLI (Jarrolds. 15s.), *by Denis Clark, is an account of modern Sicily.*

CHAUCER

A NEW AND ERUDITE BOOK ON ENGLAND'S GREAT MEDIEVAL POET

The undying fame of Geoffrey Chaucer rests on his vivid sketches of life in the Middle Ages. In the Canterbury Tales of his glorious narration he is slyly humorous yet benevolent, and as quietly observant of the grandeur and goodness as of the passions and foibles of mankind. Chaucer wrote of English men and women, and he wrote in the English tongue at a time when it was customary for men of letters to use either Latin or French. He did not write for approval or for money or for fame, and, as Marchette Chute says in the final words of her new biography, CHAUCER OF ENGLAND, "there is the evidence of six centuries to show that a love like that is not betrayed." In this new volume (published by Robert Hale at 15s.) Miss Chute gives a detailed analysis of the poet's work, including *The House of Fame* and *The Book of the Duchess*, and naturally she comments at great length on the Canterbury Tales, being careful where she quotes to use modern spelling which in no way mars the Chaucerian rhythm. In their skilful assessments these commentaries are reminiscent of John Masefield's excellent little work on the Shakespearean plays, and they will appeal especially to those who are now for the first time reading the modernised edition of *The Canterbury Tales* which is to be seen on all the bookstalls; for, needless to say, the supreme literary achievement of medieval England is best appreciated if there is a knowledgeable and enthusiastic guide at hand. That role Miss Chute fills to perfection.

Until now there has been no comprehensive modern book on archery, although many English people have of recent years taken up this ancient pastime. Mr. Adrian Eliot Hodgkin now makes good the omission with a volume entitled THE ARCHER'S CRAFT (Faber and Faber. 35s.). The would-be archer is shown how to make his own gear, how to learn to use it at a target, and thereafter, if he be so minded, how to go out into the countryside and hunt his game. For good measure there are also notes on the medieval archer, and some extracts from the works of Robert Ascham, the Elizabethan don whom the author describes as "the father-in-archery of us all." Mr. Eliot Hodgkin has rendered a real service to the toxophilites of England.

Rachel L. Carson has taken the most dominating feature of our planet and, with a skilful blending of scientific knowledge and literary skill, produced a book which is already proving a best-seller in the United States and has been selected in England as the *Daily Mail* Book of the Month. THE SEA AROUND US (Staples Press. 12s. 6d.) begins with a description of how the earth acquired its oceans, and it covers such topics as how life began in the primeval sea and how the tides operate. The author destroys the old legend about the flatness of the ocean bed, quoting some of the remarkable results achieved by the Swedish vessel *Albatross* on its oceanographic survey of the world in 1947. Scientists aboard that vessel were truly astonished, she said, by the extreme ruggedness of the ocean floor, a profile which in the Pacific often rises and falls in curious steps constructed upon a gargantuan scale. Miss Carson is in complete command of her subject from start to finish. We can marvel with her how swift is our progress now in delineating the unseen world beneath the sea by comparison with the time which it has taken the great and the lesser navigators to chart the surface of the sea, and we can marvel at her for her ability to set these things down in limpid prose.

Mulai Ismail, Emperor of Morocco from 1672 to 1727, an Empire-builder who drove the English out of Tangier and the Spaniards out of most of the coastal towns, laying the foundations of modern Morocco, has been largely neglected by biographers since the eighteenth century. In BLACK SUNRISE (Methuen. 21s.) Wilfrid Blunt tells the story of this Moorish villain who built his fantastic palaces with the life-blood of Christian slaves and whose life bears such a close resemblance to that of Ivan the Terrible.

Just how deep has gone the virus of Nazi doctrine? Louis Hagen, a German by birth whom the Nazis threw into a concentration camp while still a boy, who came to England in 1939 and joined the British Army, returned to Germany after the war to find the answer to this question. He sought out nine fellow-countrymen whom he remembered as victims in their various ways of the Nazi epidemic, and in FOLLOW MY LEADER (Allan Wingate. 15s.) he sets down their case histories. One of the victims of Nazidom, Hildegard Trutz, a Hitler maid who became a "bride of Germany," provides a remarkable study not only in her complete subservience to the Reich in its heyday, but in the utter degradation and corruption in which she was involved under the Allied occupation. Mr. Hagen sticks well enough to his main anti-Nazi theme, revealing an uncanny knack of dissecting and exposing the mentalities of his subjects, but some may feel that this tale of unrelieved squalor reflects a wider discredit; discredit, indeed, upon humanity at large.

BOSWELL'S COLUMN (William Kimber. 21s.) is the first publication in book form of the great biographer's contributions between 1777 and 1783 to the *London Magazine* under the pseudonym "The Hypochondriac." Margery Bailey, of Stanford University, California, provides an introduction and notes for this very human series of documents

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THE BLUE HAT

A Visit to a London Firm Which Helps to Manufacture Helmets for Britain's 72,000-Strong Police Force

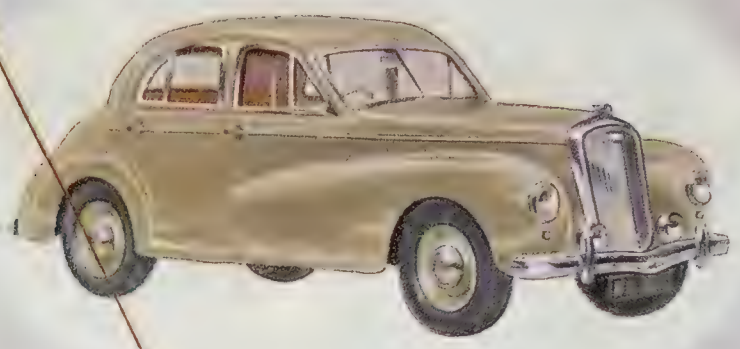
Of all the many types of head-wear in the world, few—if any—are greater symbols of respect and prestige than the British policeman's helmet. To Britain's law-abiding citizens the sight of the lofty blue helmet conjures up a strong feeling of security and authority; to the average visitor from abroad it is a symbol of friendliness and courtesy. Normally each year every member of Britain's police force, which to-day totals over 72,000, receives a new helmet. And to cope with this huge order certain hat manufacturers—centred primarily in the London area—are kept busy the year round. The number of people actually engaged in the making of the helmets is quite small, and the union to which the employees belong can boast only about sixty members. One of the firms which help to supply the "best police force in the world" with its helmets is Messrs. Christy and Company. The business was established in 1773. Nowadays there is practically nothing in the way of head-dress, save a turban or a Red Indian head-dress, that the firm does not make. Policemen's helmets figure high on the list and thousands are produced annually, not only for the police in this country but in Canada too. The firm has equipped the British police with head-dress for more than a century. First came the top-hat, until it gave way in 1864 in favour of the conical-shaped helmet. Then this, too, disappeared, to be replaced by the modern helmet which is now familiar throughout the country. And just as style has changed, so has the cost. In 1829 a policeman's head-gear cost only 12s.; to-day it is about 28s. 6d.

TWO STAGES IN THE PRODUCTION OF THE BLUE HAT, THE FAMILIAR HELMET WORN BY MEMBERS OF BRITAIN'S POLICE FORCE: *Left*—Mr. S. C. Gale, of Peckham, London, an employee of Messrs. Christy and Company, is seen trimming the cork strips which he has glued to the lining of the helmet. Each strip is first cut to a standard pattern and then dipped in a rubber solution. *Right*—Once the cork has been glued to the lining with rubber solution, the rough edges are smoothed down. This is done on a turntable with sandpaper by Mr. S. C. Gale, Junior.

THE SMOOTH CORK HELMET IS NOW READY FOR A FURTHER COATING OF RUBBER SOLUTION: This is done by Mr. Gale before he fits the familiar covering of blue felt. The helmet is shaped over a wooden mould.

ONE OF THE MOST INTRICATE STAGES IN THE MAKING OF A POLICEMAN'S HELMET: First the blue felt covering is placed over steam to make it stretch, then it is pulled into position over the smooth cork. Perhaps it looks simple, but it is judged by the manufacturers as one of the most difficult stages in the making of a helmet. Mr. Gale, who has been making policemen's helmets for thirty-six years, produces an average of eighteen helmets per day. He is a member of the Military Cork Head-dress Trade Union, of which there are about sixty members.

THE FINAL STAGES IN THE MAKING OF A POLICEMAN'S HELMET: *On left*—Mr. B. Fife, who has been putting in the ventilation holes and adding county badges and rosettes for more than fifty years, is seen carrying out his duties on a nearly completed helmet. *Centre*—Miss S. Till, a machinist, sews on the binding after the fixing of the blue felt covering. *On right*—Examining the protective qualities of the helmet. This picture was taken a split second after a brick, which had been dropped from a height of 15 ft., had bounced from the metal rosette on to the front of the helmet. The only damage was a dent in the rosette.



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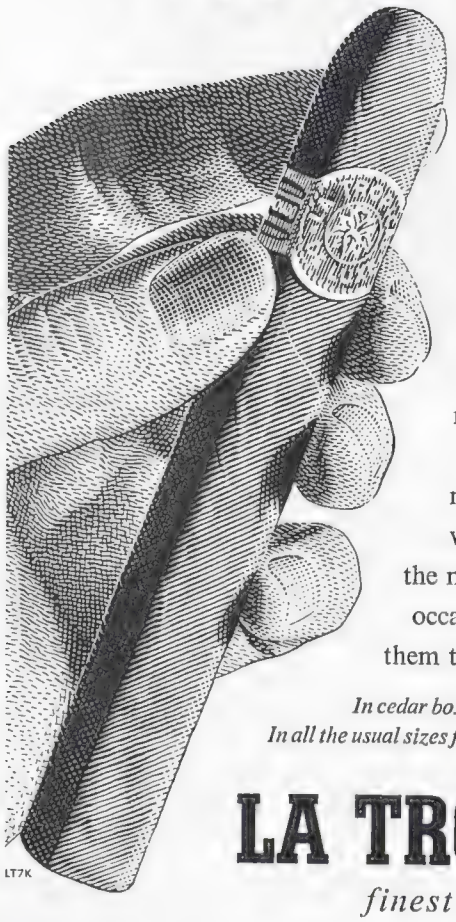

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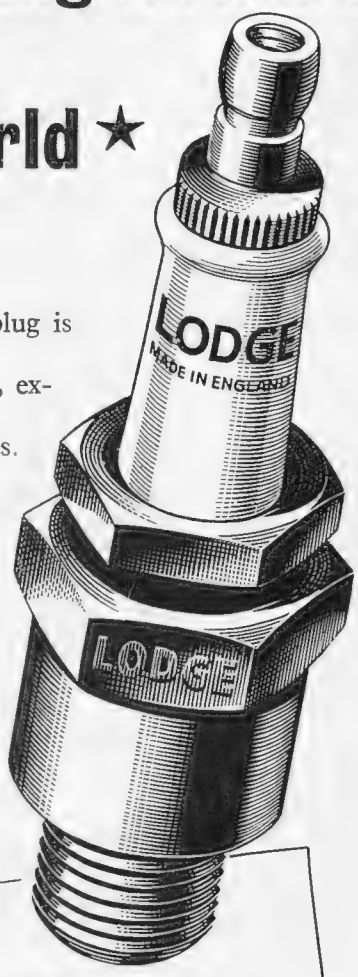

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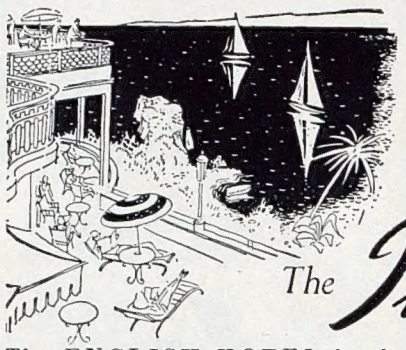

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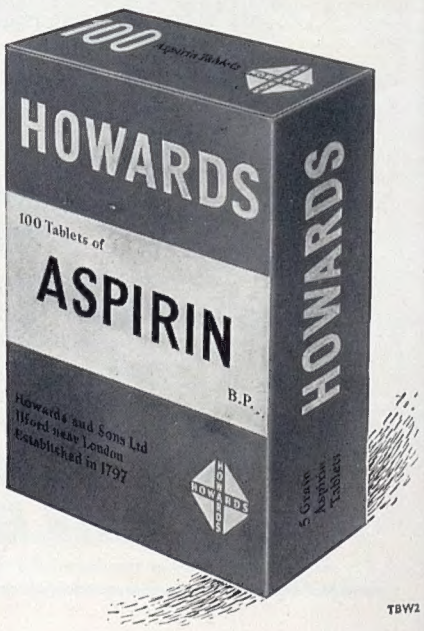

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